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HIGH-ATTITUDE LOW-SPEED STATIC AERODYNAMIC CHARACTERISTICS
OF AN F-4D FIGHTER AIRPLANE MODEL WITH LEADING-EDGE SLATS

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# HIGH-ATTITUDE LOW-SPEED STATIC AERODYNAMIC CHARACTERISTICS OF AN F-4D FIGHTER AIRPLANE MODEL WITH LEADING-EDGE SLATS

James C. Monfort and W. Morrow Whitcomb\*

Ames Research Center

#### SUMMARY

A wind tunnel investigation has been conducted at a Mach number of 0.20 on a F-4D fighter airplane model with two-position leading edge slats to determine low-speed static aerodynamic characteristics at high attitudes and over a range of Reynolds numbers. Angles of attack ranged from 19° to 90° and angles of sideslip from  $-10^\circ$  to 30°. Reynolds number variation was from 1.97 to 13.12 million per meter (0.60 to 4.0 million per foot).

Analysis of the results indicate a consistent and significant increase in  $C_N$  at angles of attack of  $50^\circ$  or more with the slats extended and less consistent results in the  $20^\circ$  to  $50^\circ$  range. A large reduction in  $C_A$  is apparent for the entire angle of attack range and significant increases are noted in  $C_A$  at large angles of sideslip at all angles of attack and at all angles of sideslip at the lower angles of attack. The shifts in all other coefficients are small or insignificant. No significant effects of Reynolds number on the aerodynamic characteristics of the model over the ranges of angles of attack and sideslip tested were observed.

#### INTRODUCTION

In an attempt to improve air combat capability during combat maneuvering an existing swept-wing twin-jet supersonic fighter airplane (F-4E) was modified by incorporating prototype fixed leading-edge slats. Flight tests of this aircraft indicated significant improvements in both performance and lateral-directional handling qualities at high angles of attack. As a follow on in this program, another aircraft was modified by the addition of two-position leading-edge slats. An analytical study was undertaken at the same time to assess the near-stall, stall, spin and spin-recovery characteristics of the aircraft with the two-position leading-edge slats. Loss of the test aircraft made results of model testing the sole source of information for the analytical study.

<sup>\*</sup> Project engineer, '30, Inc.

To provide information for the analytical study of the modified aircraft, a wind tunnel test program was undertaken to provide force and moment data at high angles of attack and high Reynolds number conditions. Additionally the test program included an investigation of the effects of Reynolds number on the force and moment characteristics for the test model at these nigh angles of attack.

In the investigation reported in this paper, an 0.0667-scale model of a F-4D fighter airplane was tested in the Ames 12-Foot Pressure Wind Tunnel to determine static longitudinal and lateral-directional characteristics at high attitudes over a Reynolds number range from 1.97 to 13.12 million per meter (0.60 to 4.0 million per foot) at a Mach number of 0.20. Angles of attack ranged from 19° to 90° and angles of sideslip ranged from -10° to +30°. Experimental aerodynamic characteristics are presented with minimum discussion of results.

#### **NOMENCLATURE**

The axis systems and sign conventions are shown in figure 1. Force and moment coefficients are presented in the body-axis coordinate system. Because the data were computer-plotted, the corresponding plot symbol, where used, is given together with the conventional symbol.

Symbol	Plot Symbol	<u>Definition</u>
b	BREF	wing span
<del>c</del>	LREF	mean aerodynamic chord
$c_{\mathbf{A}}$	CA	axial-force coefficient, axial force/qS
$c_N$	CN	normal-force coefficient, normal force/qS
Cy	CY	side-force coefficient, side force/qS
C <sub>m</sub>	CLM	pitching-moment coefficient, pitching moment/qSč
C <sub>n</sub>	CYN	yawing-moment coefficient, yawing moment/qSb
C <sub>L</sub>	CBL	rolling-moment coefficient, rolling moment/qSb
М	MACH	free-stream Mach number

q		free-stream dynamic pressure
R/L	RN/L	unit Reynolds number, millions per meter
S	SREF	wing area or reference area
α	ALPHA	angle of attack
β	BETA	angle of sideslip

#### TEST FACILITY

The Ames 12-Foot Pressure Wind Tunnel is a variable-density, low-turbulence wind tunnel that operates at subsonic speeds over a Mach number range of 0.1 to 0.94. The dimensions of the settling chamber upstream from the test section provide a contraction ratio of 25 to 1. The wind tunnel is powered by a two-stage, axial-flow fan driven by variable speed electric motors and the tunnel pressure can be varied from 0.17 to 5.0 atmospheres.

#### MODEL DESCRIPTION

The model investigated consisted of center fuselage, removable forward and aft fuselage sections, removable wings, and removable horizontal and vertical tails. The model had ailerons, a rudder, and spoilers with deflection angle capabilities. The ailerons and spoilers were tested with the wing configuration including leading-edge slats. The horizontal stabilator angle could be varied and was manually positioned for each run. Drawings of the model are presented in figure 2.

The fuselage (B50) was constructed from 7075-T6 aluminum in three basic sections with the forward and aft fuselage sections removable from the center fuselage section. The fuselage also contained the canopy (C6), engine duct inlet (D101), heat and vent duct (D103), afterburner choke and shroud (S114), IR seeker (M8), fuel vent (FV3), and tail hook. The engine duct inlets were electroformed from nickel and simulated internal duct contours for approximately 3 in. aft of the leading-edge, where the duct was then blocked.

The wings (W78) were also constructed from aluminum and had simulated wheel bumps which were removable and replaceable with mold-line inserts. The wing contained right-and left-hand ailerons (Al3) with deflection angles of  $0^{\circ}$  and  $30^{\circ}$  trailing edge down and right- and left-hand spoilers (Z30) with a deflection angle of 43° trailing edge up. The slat

configuration wing (W78g) had leading edge slats (S58o and S58i) on the outboard panel and the outboard portion of the inboard panel leading-edge. It also included an outboard panel fence (P63) located just outboard of the hingeline.

One set of horizontal stabilators (H104) was constructed from stainless steel and had a dihedral of -23.25°. The stabilators had a variable deflection range from -21° to +7°.

The vertical tail (V!6) was constructed from aluminum and had a stainless steel rudder (R6) with a simulated rudder horn. The rudder had deflection capabilities of  $-30^{\circ}$ ,  $0^{\circ}$ , and  $+30^{\circ}$ . An antenna fairing (a39) on the vertical tail was also simulated.

Four Sparrow missiles (T9) were fabricated from brass and were uselage mounted

#### TESTING AND PROCEDURE

The tests were conducted at constant unit Reynolds numbers from 1.97 to 13.12 million per meter (0.60 to 4.0 million per foot) at a Mach number to 0.20. Angle of attack was varied from 19° to 90° and angle of sideslip was varied -10° to 30°. The model was sting supported as shown in figure 2(j) and figure 2(k). Force and moment data were obtained from an internally mounted six-component strain-gage balance. The moment reference center was assumed to be at 33 percent of the mean aerodynamic chord.

The tests were conducted by setting the model to the desired angle of attack, setting the desired tunnel conditions, and then yawing the model in sideslip. This was done by starting at  $0^{\circ}$  sideslip and yawing to the most negative angle, then proceeding through the sideslip range in a positive direction.

#### DATA REDUCTION

The balance data were reduced to coefficient form about the model reference center in the body axis system and corrected for model weight tares and model support deflections due to airload. The axis system is defined in figure 1, and the moment transfer diagram is presented in figure 2(i). Angle of attack and the appropriate aerodynamic coefficients were corrected for tunnel wall interference effects (ref. 1). The wall correction values are as follows:

<u>Tail On</u>	Tail Off
$\Delta \alpha = 0.15967 C_L$	0.16393 C <sub>L</sub>
$\Delta C_D = 0.0024981 \ CL^2$	0.0026333 C <sub>L</sub> <sup>2</sup>
$\Delta C_{\rm m} = 0.0009323 \ C_{\rm L}$	0.0007455 Сլ

Two methods were used to correct tunnel conditions for blockage. For model angles of attack below the onset of stall, the blockage corrections applied are based on those presented by Herriot (ref. 2). The blockage corrections used above stall are for separated flow on bluff bodies according to Maskell (ref. 3). The two methods are faired over the interval between stall onset and completion.

Angle of attack and angle of sideslip were both referenced to the model reference line.

The maximum uncertainties of the data, based upon reproducibility, are estimated to be:

C <sub>N</sub> =	± 0.005	Сү	=	± 0.005	α	ڃ	± 0.05°
c <sub>m</sub> =	± 0.0007	C <sub>n</sub>	=	£ 0.0005	β	=	± 0.05°
C <u>A</u> =	± 0.0005	$C_{\mathbf{\ell}}$	=	± 0.0005	М	=	± 0.003
					R/L	=	± 0.029 x 10 <sup>6</sup> per m

#### RESULTS AND DISCUSSION

The variation of six aerodynamic coefficients with angle of attack for the highest Reynolds number tested is presented in fig. 4. The effects of Reynolds number on three of these coefficients,  $C_N$ ,  $C_m$  and  $C_A$ , are shown in fig. 5. The variation of  $C\gamma$ ,  $C_n$  and  $C_\ell$  with angle of sideslip for the highest Reynolds number is presented in fig. 6 and the effects of Reynolds number on these same coefficients are shown in fig. 7. See table 2 for a listing of the data figures. Generally the results indicate a consistent and significant increase in  $C_N$  at angles of attack of 50° or more for the model with the slats extended, D3, versus the slats retracted, D1. Less consistent results are noted in the 20° to 50° range. A large reduction in  $C_A$  is indicated for the entire angle of attack range and significant increases are noted in  $C_\ell$  at large angles of sideslip at all angles of attack and at all angles of sideslip at the lower angles of

attack. All other coefficients are affected only slightly or insignificantly. The data indicate that the static longitudinal and lateral aerodynamic characteristics of the model at angles of attack between 20° and 90° are relatively insensitive to the variation in Reynolds number covered in these tests.

#### CONCLUDING REMARKS

The low-speed investigation of the aerodynamic characteristics of an F-4D airplane model with two-position leading-edge slats was conducted at Mach number 0.2 over an angle of attack range of 19 $^{\circ}$  to 90 $^{\circ}$  and over an angle of sideslip range of -10 $^{\circ}$  to 30 $^{\circ}$ . Reynolds number was varied from 1.97 to 13.12 million per meter.

Increase in CN was particularly significant above  $50^\circ$  angle of attack with the slats extended while a reduction in CA was noted for the entire range of angles of attack and sideslip tested. At angles of sideslip extension of the slats produced significant increases in C2 with relatively small or insignificant changes in the other aerodynamic coefficients. No significant effects of Reynolds number were noted for the conditions of this investigation.

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National Aeronautics and Space Administration
Moffett Field, California 94035

August, 1975

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- Sivells, J. and Salmi, R.: Jet Boundary Corrections for Complete and Semispan Swept Wings in Closed Circular Wind Tunnels. NACA TN2454, 1951.
- 2. Herriot, J. G.: Blockage Corrections for Three-Dimensional-Flow Closed-Throat Wind Tunnels, with Consideration of the Effect of Compressibility, NACA Report 995, 1950.
- 3. Maskell, E. C.: A Theory of the Blockage Effects on Bluff Bodies and Stalled Wings in a Closed Wind Tunnel; Ministry of Aviation R M No. 3400, 1965.

## TABLE 1. - MODEL GEOMETRY

## Fuselage

Length including fuel vent	118.262 cm
Length excluding fuel vent	117.031 cm
Maximum thickness	12.802 cm
Nose location	F.S4.587 cm
Total volume	12,742.58 cm <sup>3</sup>

## Wing

Area Span	2188.796 cm <sup>2</sup>
Mean aerodynamic chord	78.577 cm
Aspect ratio	32.583 cm
	2.82
Taper ratio	0,167
Sweep-back angles	· · · · · ·
25% chord	150
75% chord	45° 26.25°
Airfoil sections	20.25
Root	NACA 0006.4-64 MOD.
Wing fold, inboard	NACA 0004.0-64 MOD.
Wing fold, outboard	NACA 0004.0-64 MOD.
	with 10% L.E. extension
Tip	NACA 0003.0-64 MOD.
	with 10% L.E. extension

### Horizontal tail

Area	399.111 cm <sup>2</sup>
Sp <b>an</b>	33.376 cm
Aspect ratio	2.791
Taper ratio	0.198
Sweep-back angles	
25% chord	35.5°
75% chord	17.25°
Airfoil sections	
Root	NACA 0003.7-64 MOD.
Tip	NACA 0003.0-64 MOD.
Pivot station	F.S. 103.882 cm

# Vertical tail

Area, exposed

Span, exposed

238.761 cm<sup>2</sup>
11.735 cm

# TABLE 1. - MODEL GEOMETRY - Concluded.

Taper ratio	0.245
Aspect ratio	0.580
Sweep-back angles	
25% chord	58.3°
75% chord	40.0°
Airfoil sections	
W. L. 12.784	NACA 0004.00-64 MOD.
Tip	NACA 0002.50-64 MOD.

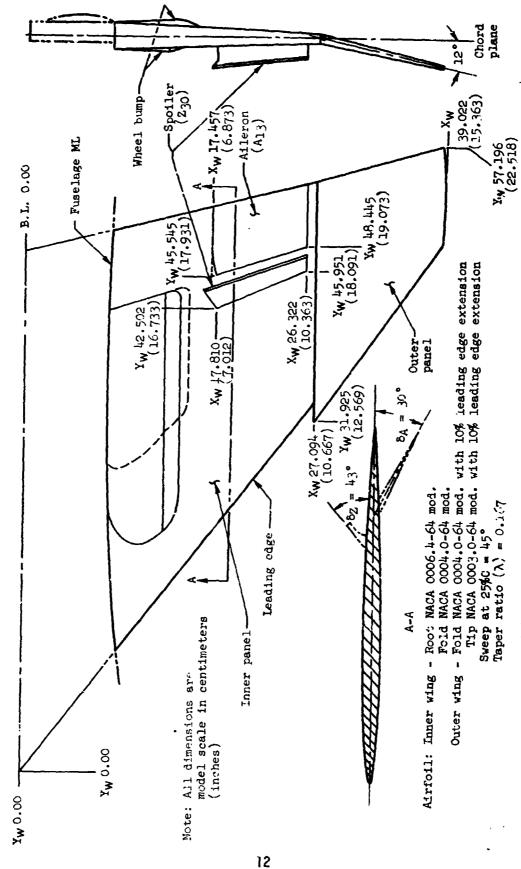
## TABLE 2. - INDEX OF DATA FIGURES

Figure	Title	Page
4	Slat effect with neutral controls, aerodynamic haracteristics.	1
5	Reynolds number effect with slats, longitudinal characteristics.	61
6	Slat effect with neutral controls, lateral-directional characteristics.	76
7	Reynolds number effect with slats, lateral-directional	133

Figure 1. - Axis systems.

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(a) Three view Figure 2. - Model drawings.



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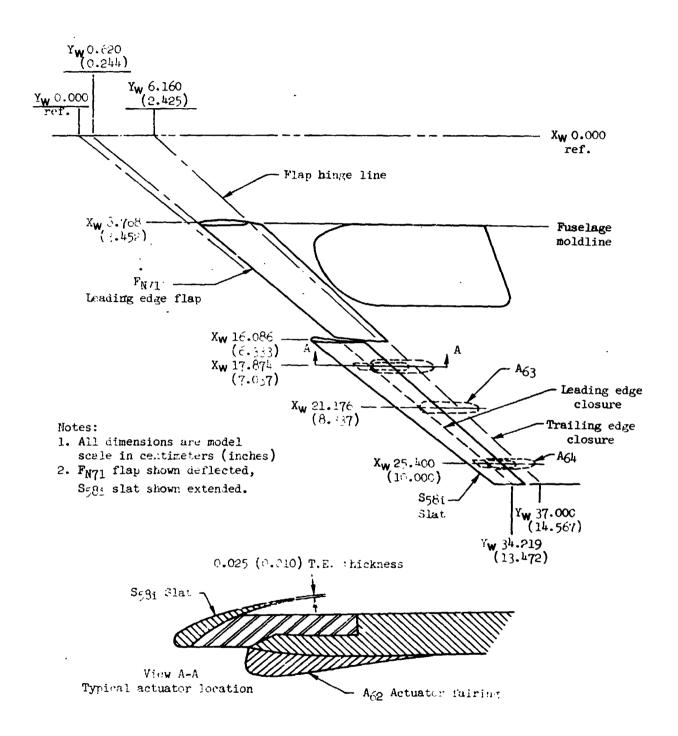
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(b) Wing assembly (W78), aileron (A $_{13}$ ), and spoiler ( $Z_{30}$ )

Figure 2. - Continued.

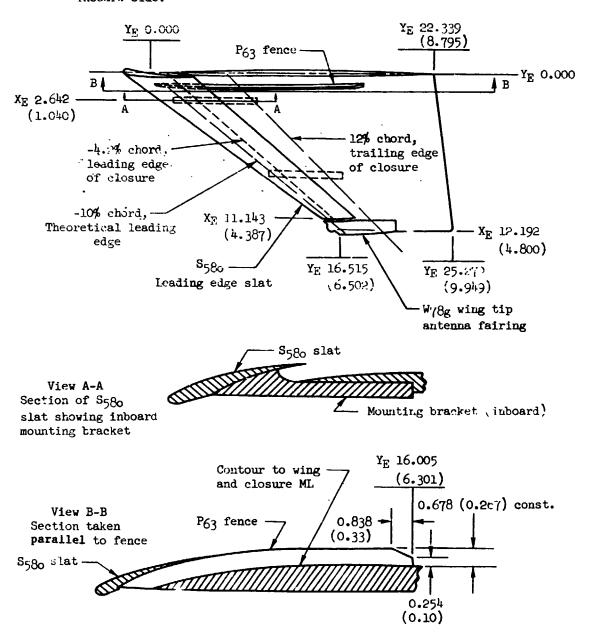


(c) Leading edge flap ( $F_{N71}$ ) and leading edge slat ( $S_{58i}$ ) details Figure 2. - Continued.

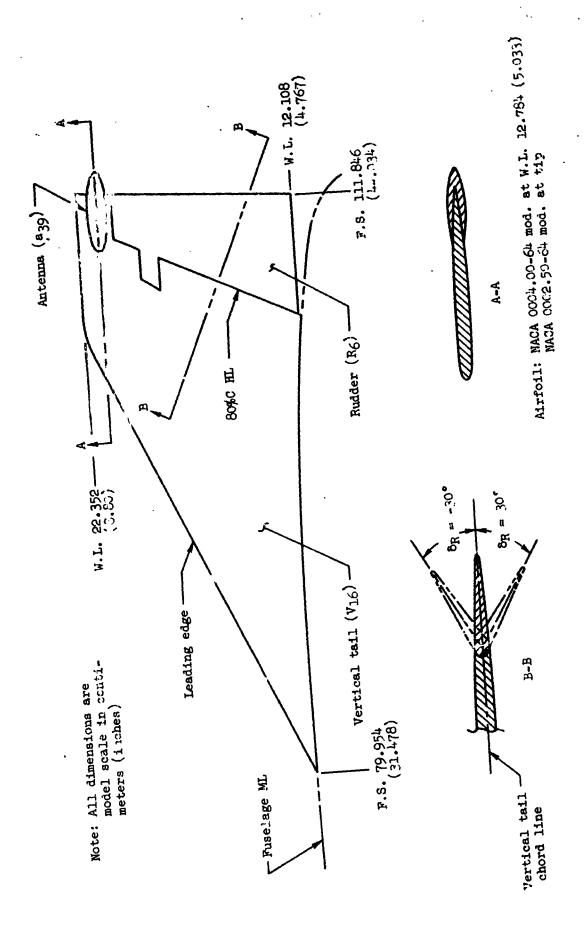
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#### Notes:

- 1. All dimensions are model scale in centimeters (inches)
- 2. Section B-B taken perpendicular to fence P63, which is vertical in B.L. plane 27.489 (10.822) on the inboard side.

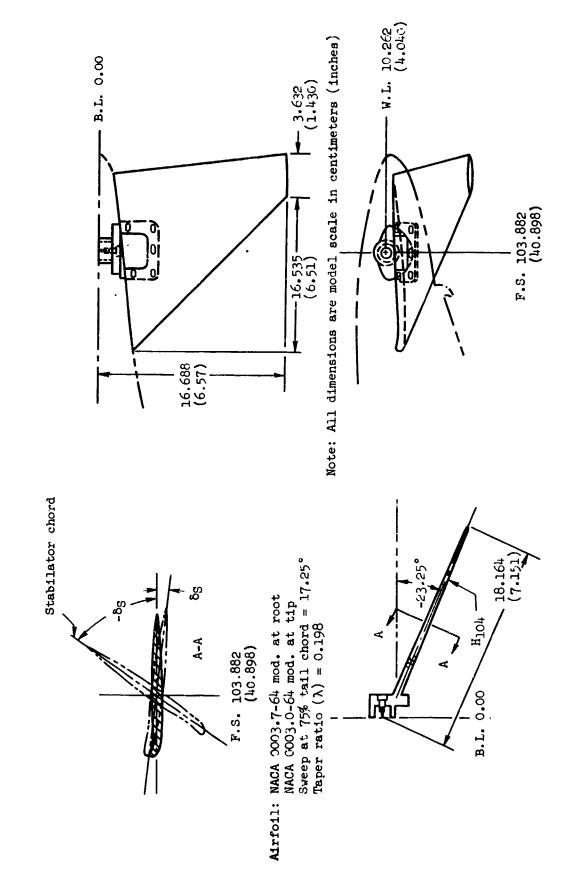


(d) Leading edge slat ( $S_{580}$ ) and wing fence ( $P_{63}$ ) details Figure 2. - Continued.



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(e) Vertical tail ( $V_{16}$ ), rudder ( $R_{6}$ ) and antenna ( $a_{39}$ ) details Figure 2. - Continued.



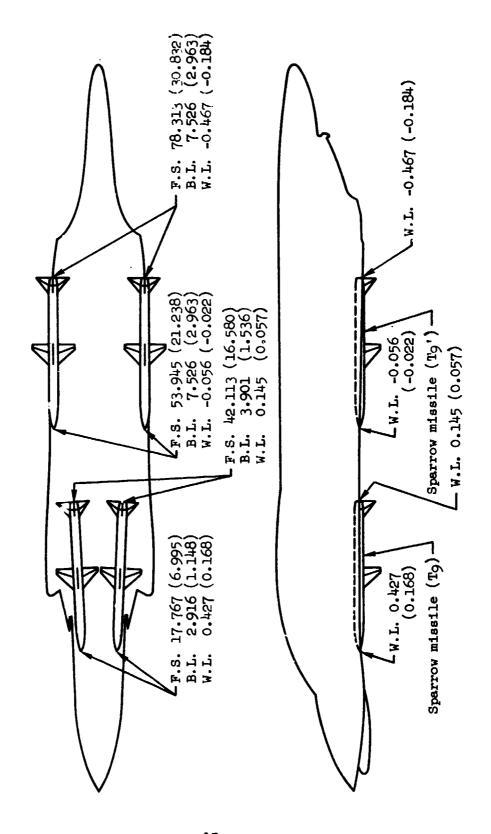
(f) Horizontal tail (H<sub>104</sub>) and H<sub>104a</sub>) details

Figure 2. - Continued.

16

Note: All dimensions are model scale in centimeters (inches)

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(g) Sparrow missile installation

Figure 2. - Continued.

-1.097 (0.432) 2.708 (1.066) 3.129 (1.232) 1.372 (0.540) 0.574 (0.226) 3.386 (1.333) -24.369 (9.594) 21.236 (8.361) 3.284 (1.293) 1.354 (0.533) 13.592 (5.351) 7.193 (2.832) radius

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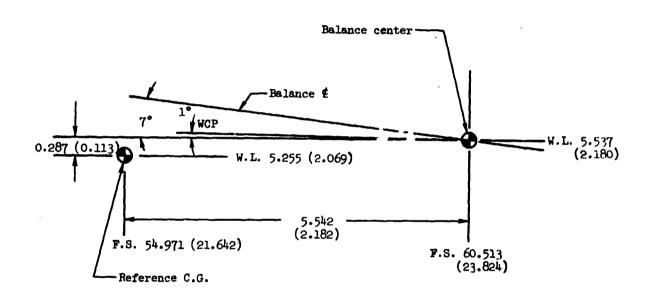
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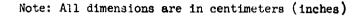
(h) Sparrow missile (T9) Figure 2. - Continued.

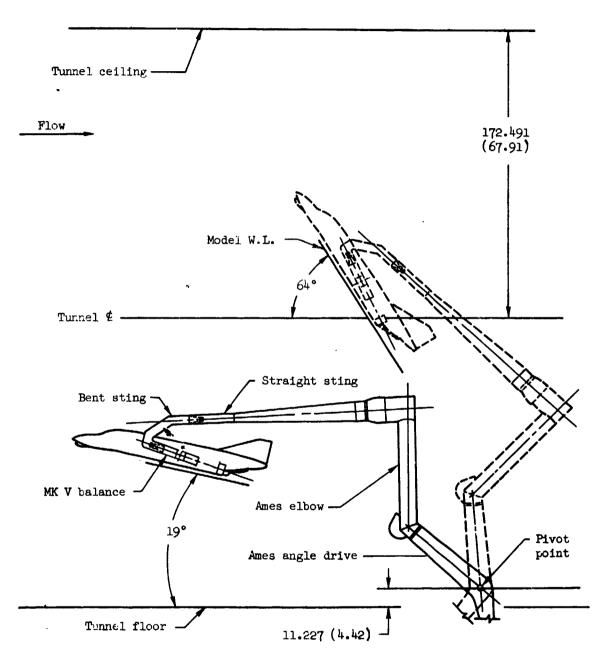
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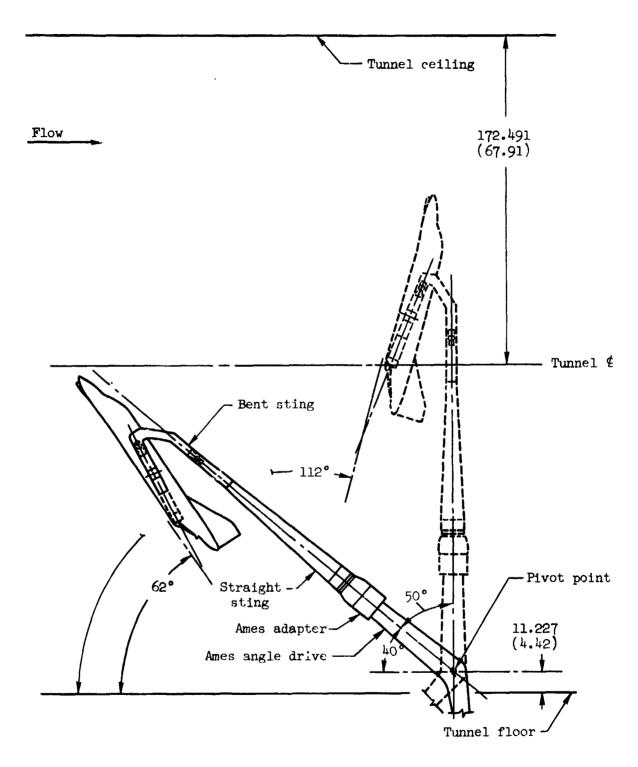


(i) Moment transfer diagram, task MK balance and task MK XXI balance Figure 2. - Continued.





(j) Tunnel installation, intermediate angle of attack range (19° to 64°) Figure 2. - Continued.



(k) Tunnel installation, high angle of attack range (62° to 112°) Figure 2. - Concluded.



(a) Model front view Figure 3. - Model photographs.

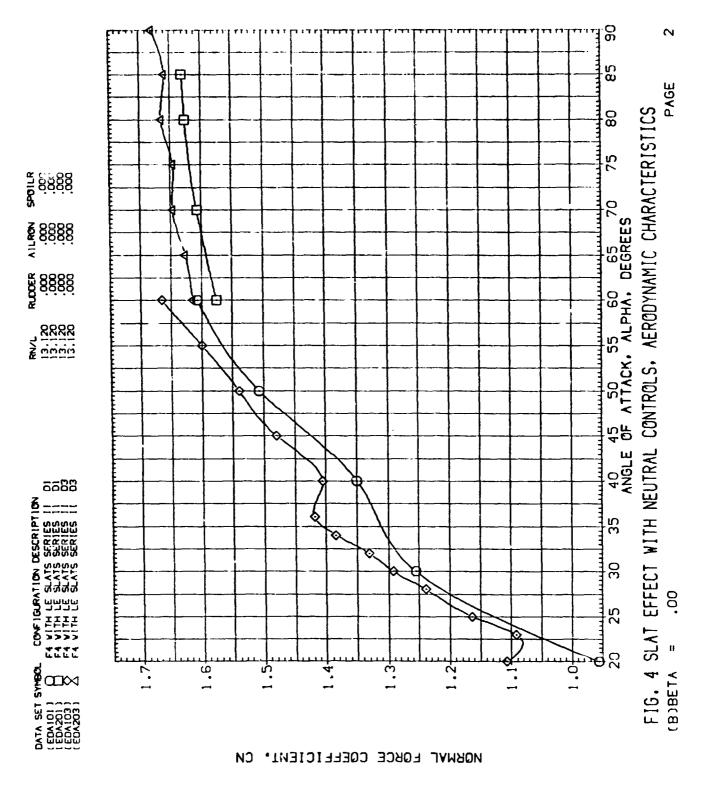
(b) Model rear view

Figure 3. - Concluded.

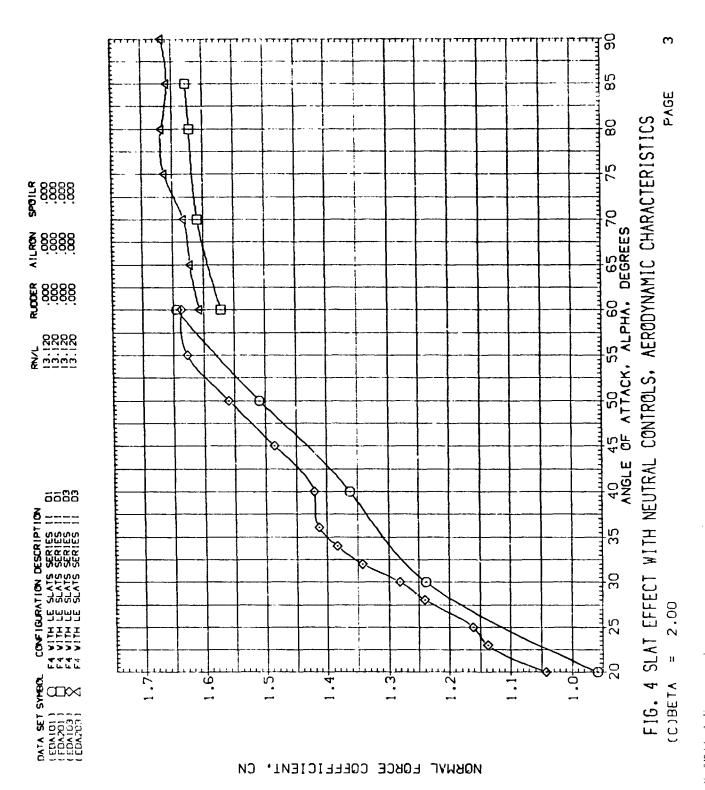
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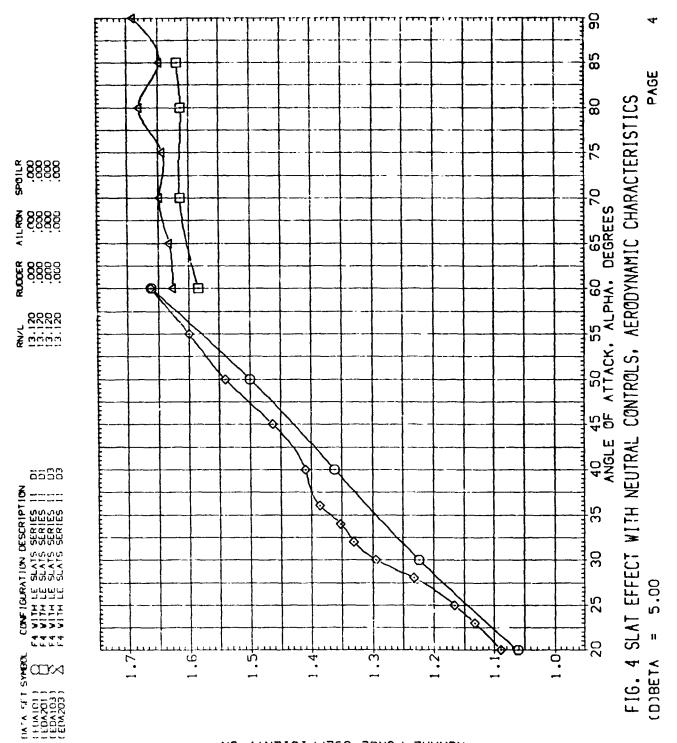
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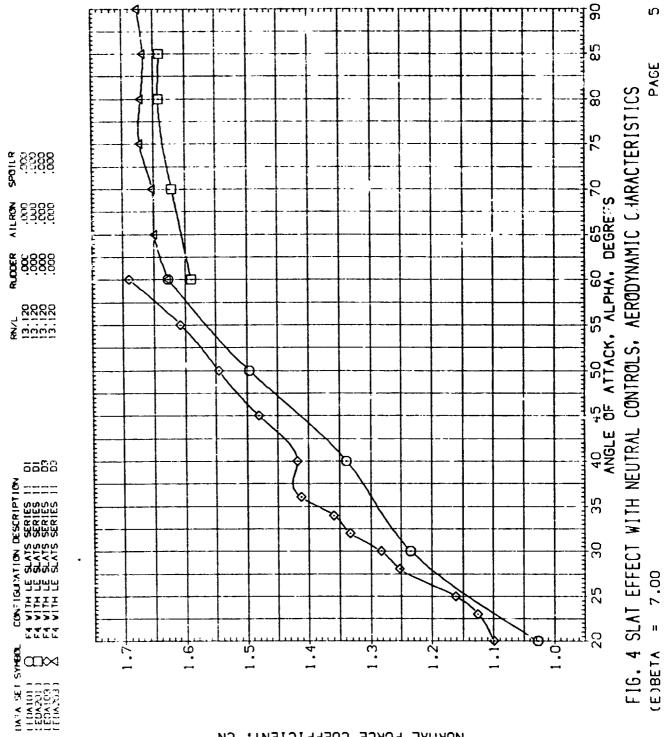
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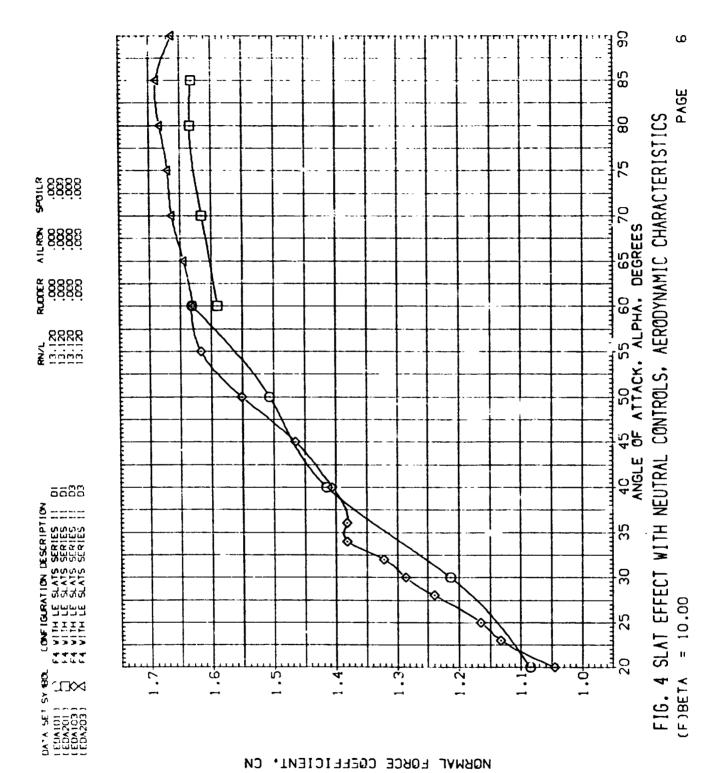


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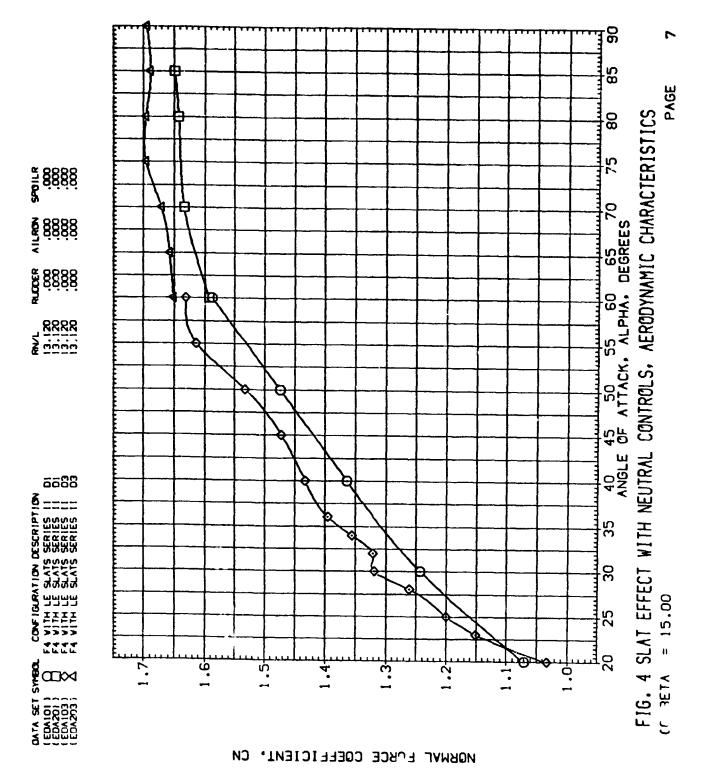
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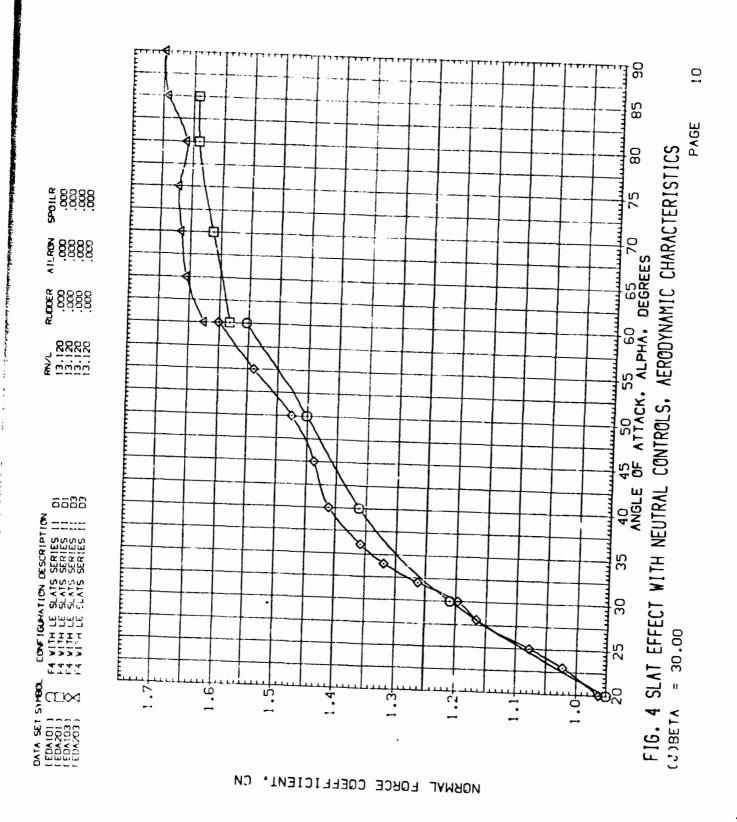
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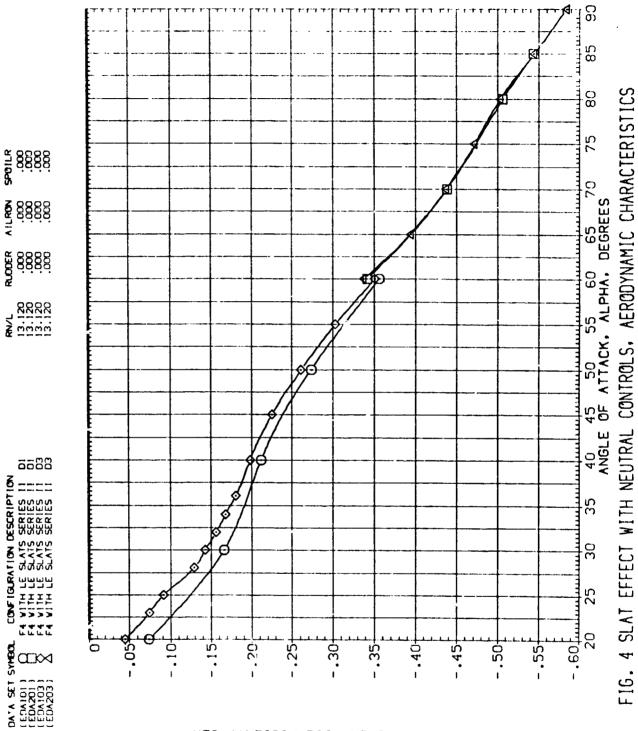
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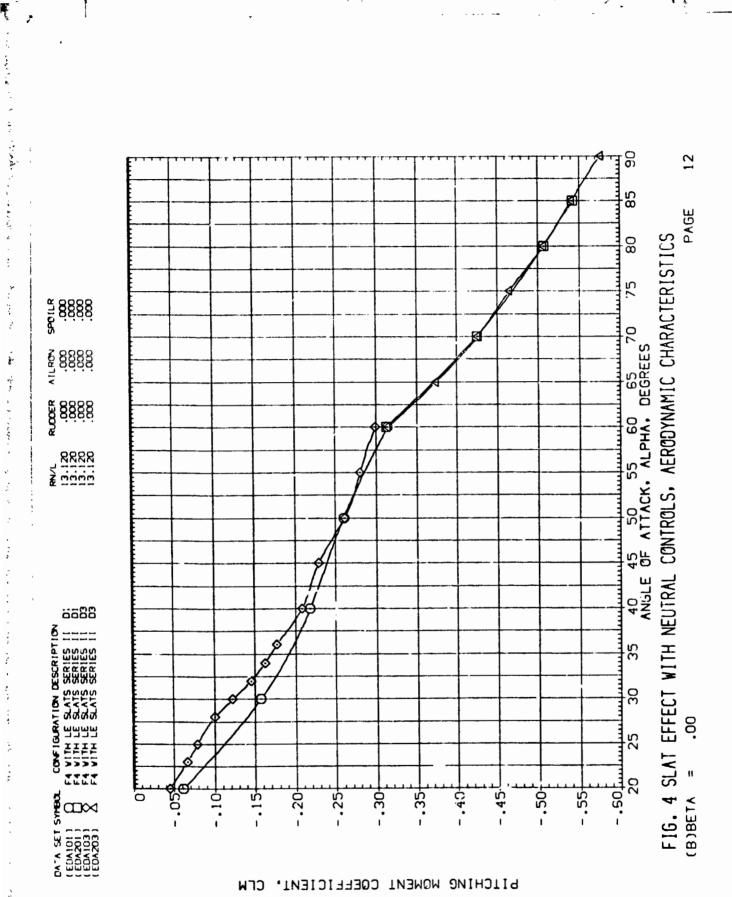


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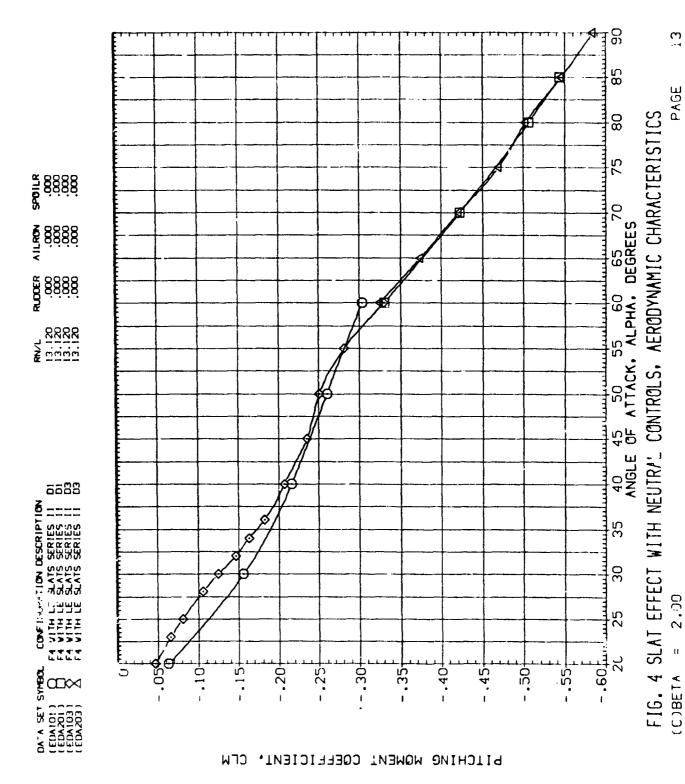
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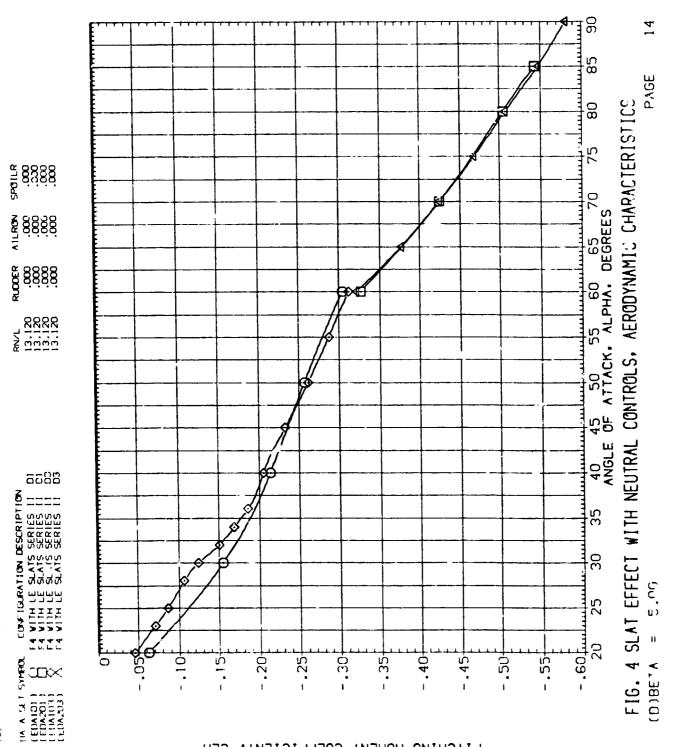


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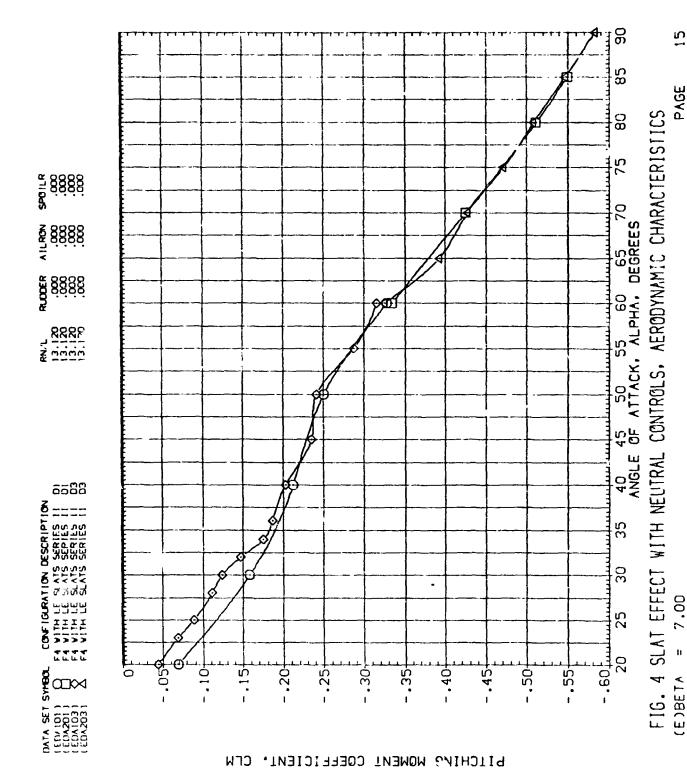
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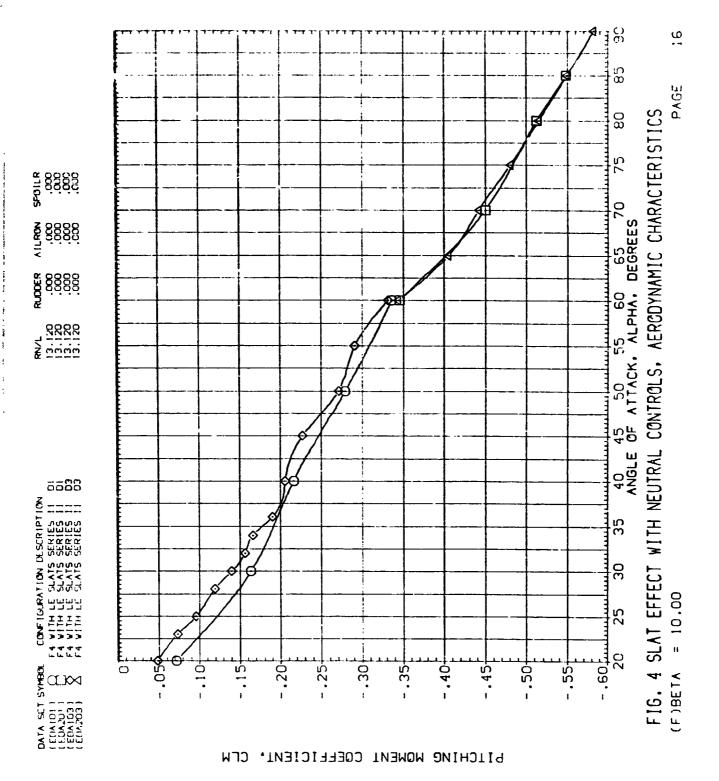


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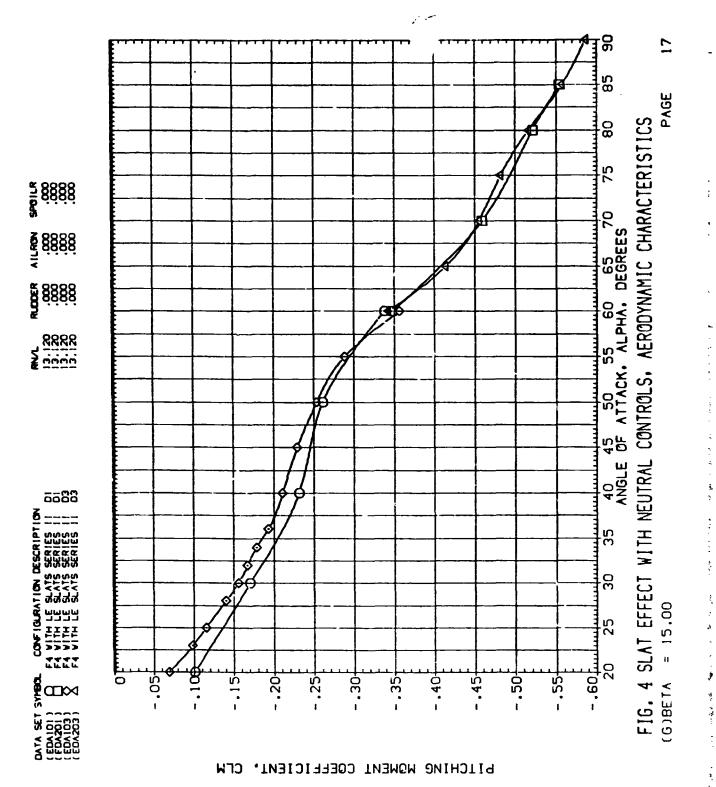
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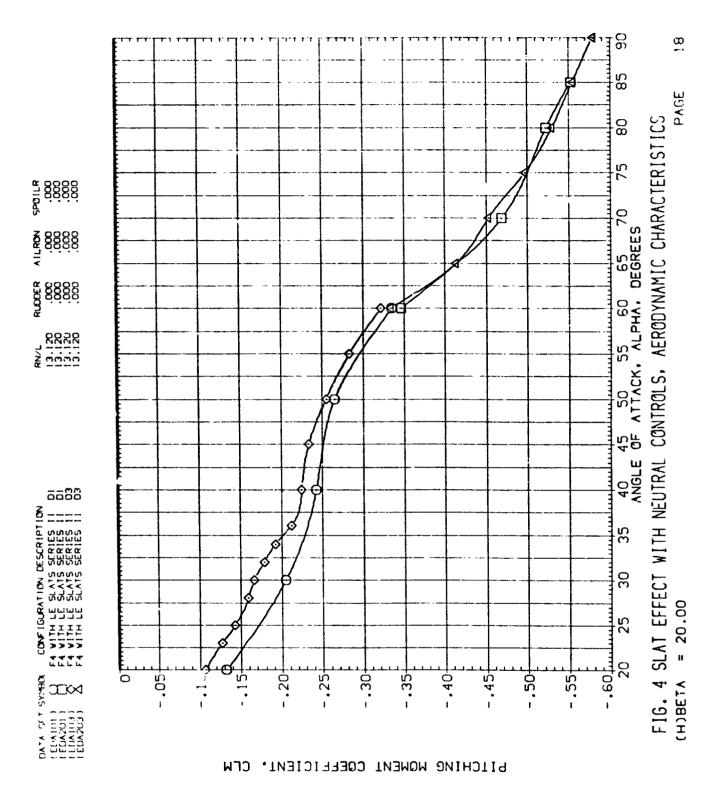
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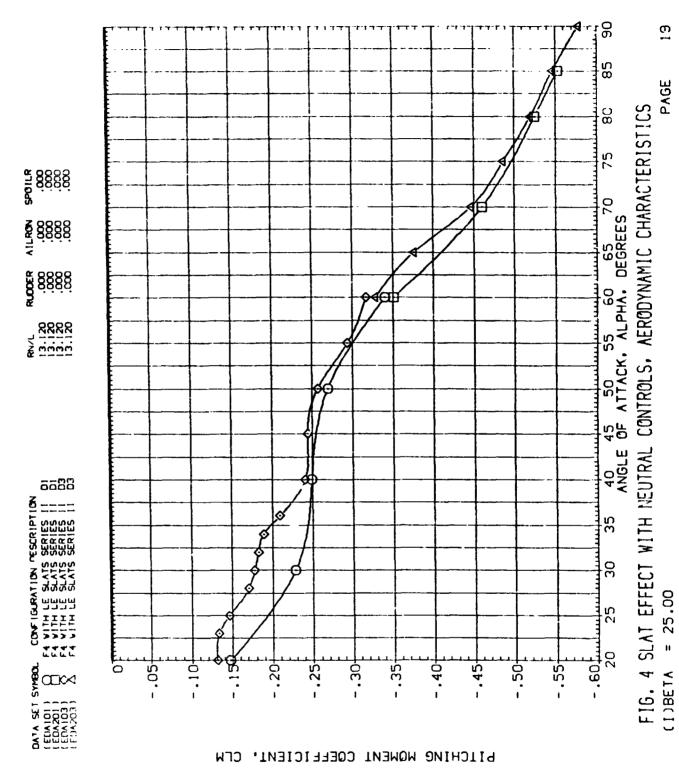


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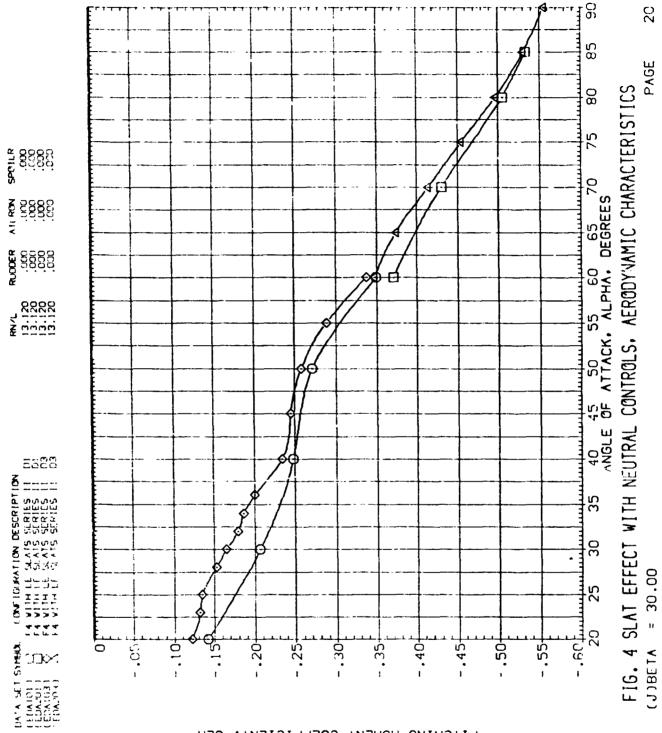
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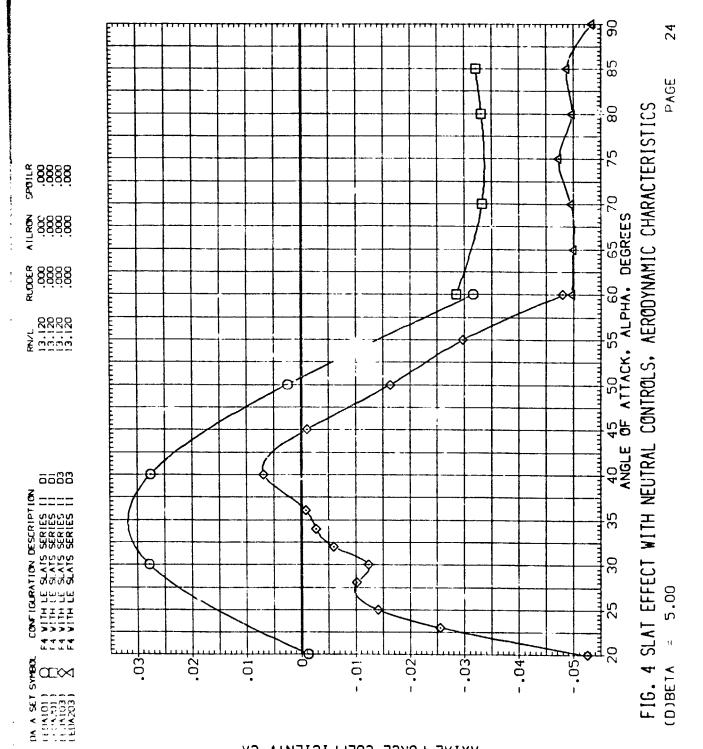
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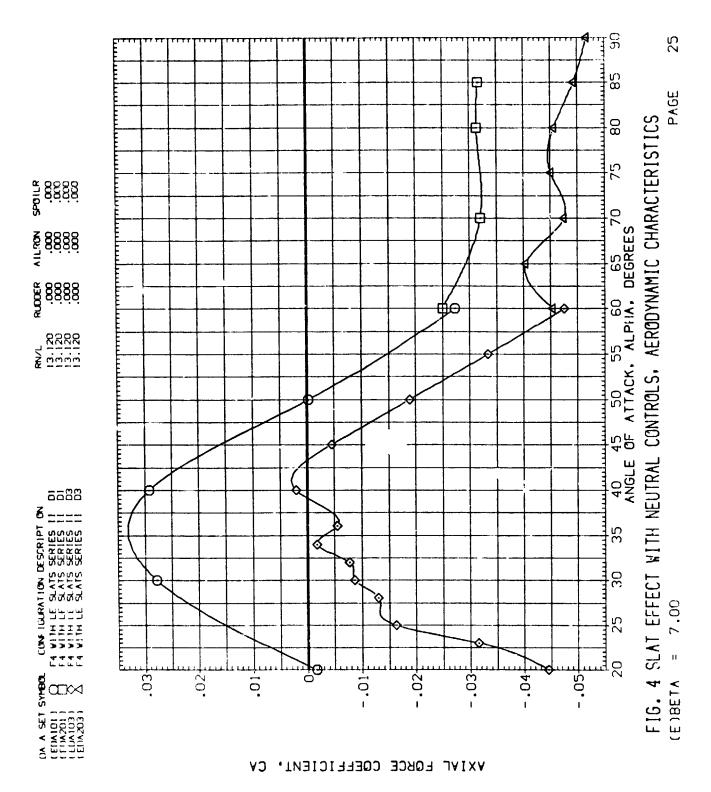
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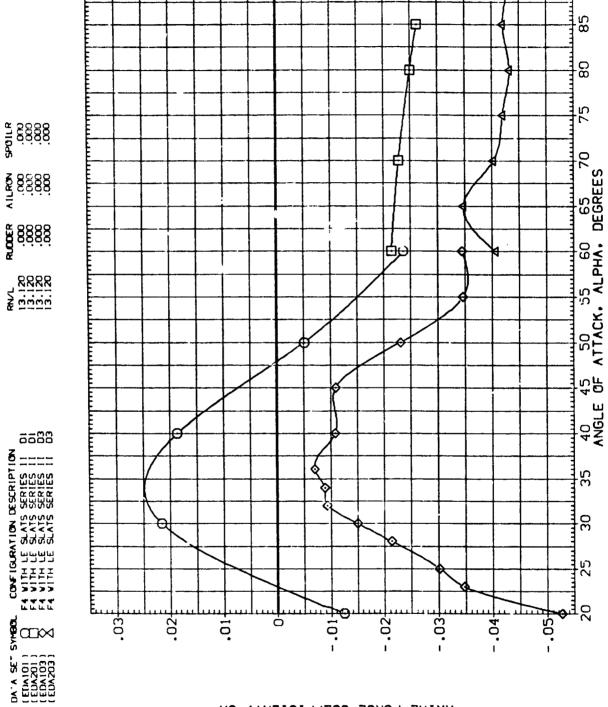
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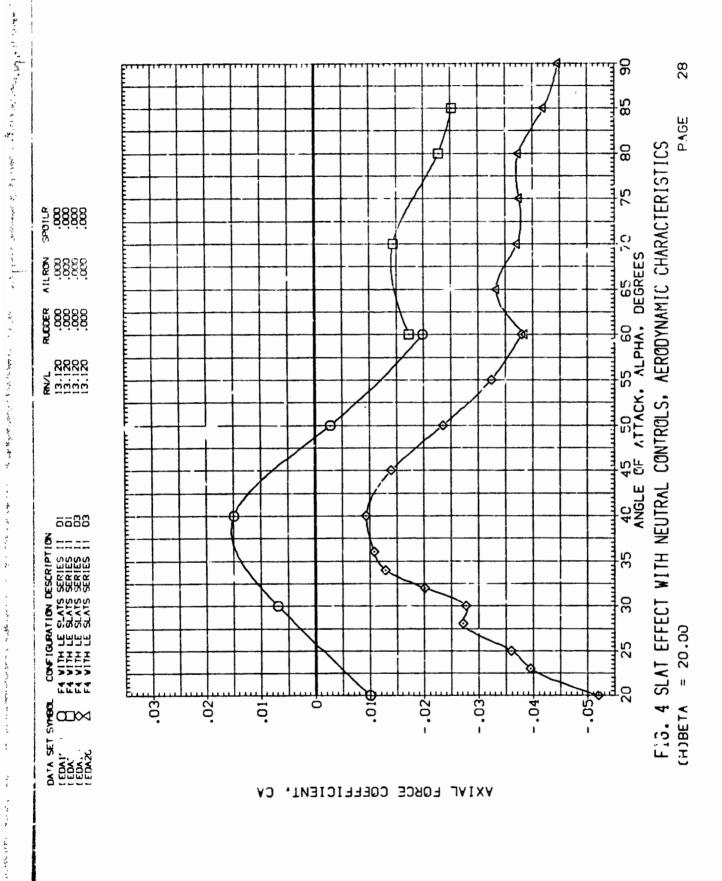
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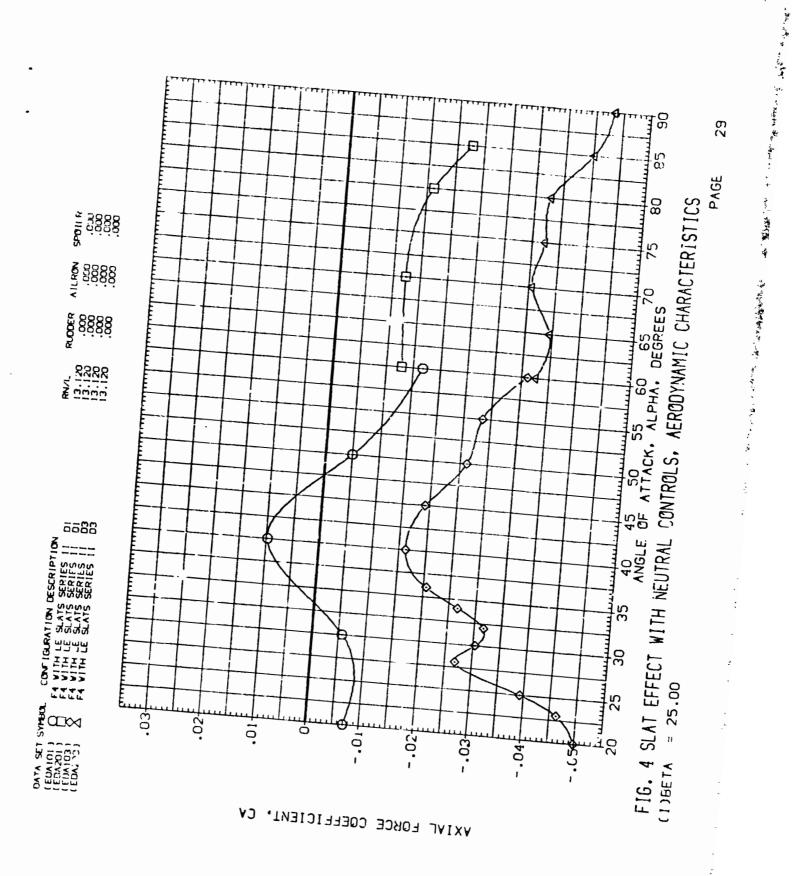
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FIG. 4 SLAT EFFECT WITH NEUTRAL CONTROLS. AERODYNAMIC CHARACTERISTICS (6)BETA = 15.00

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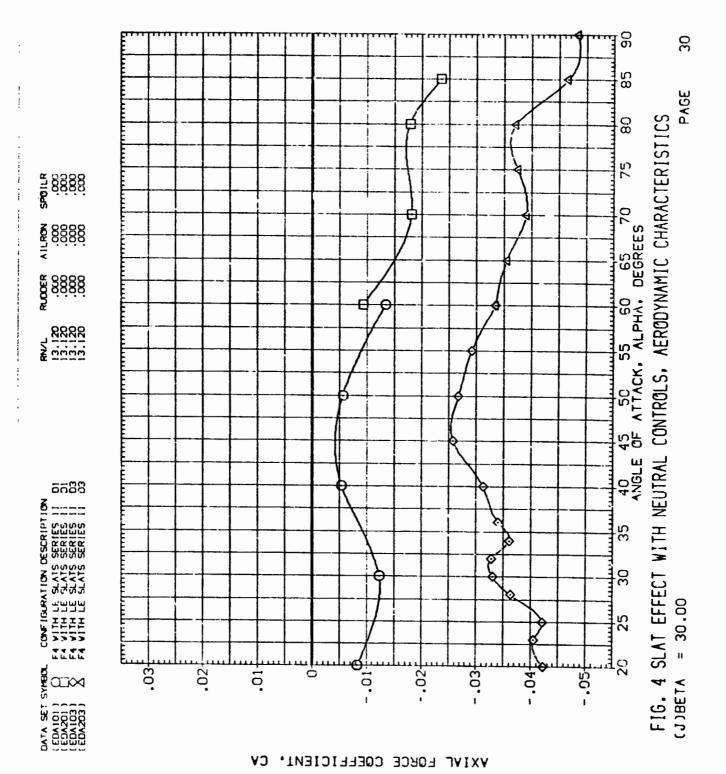


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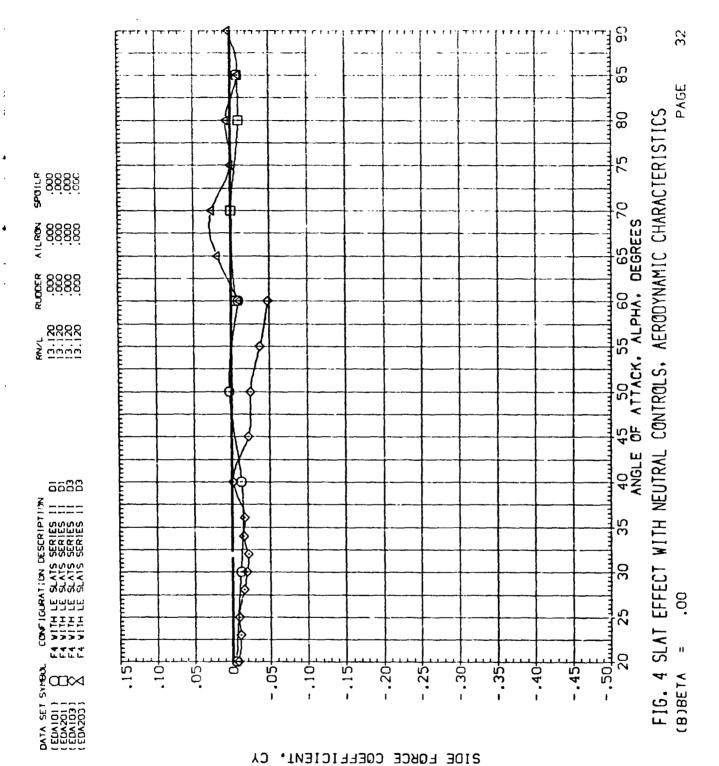


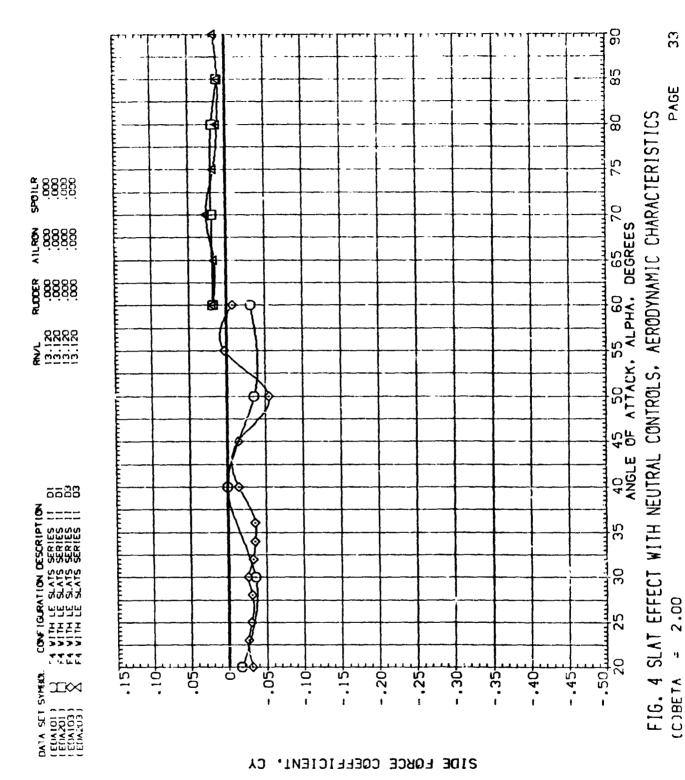
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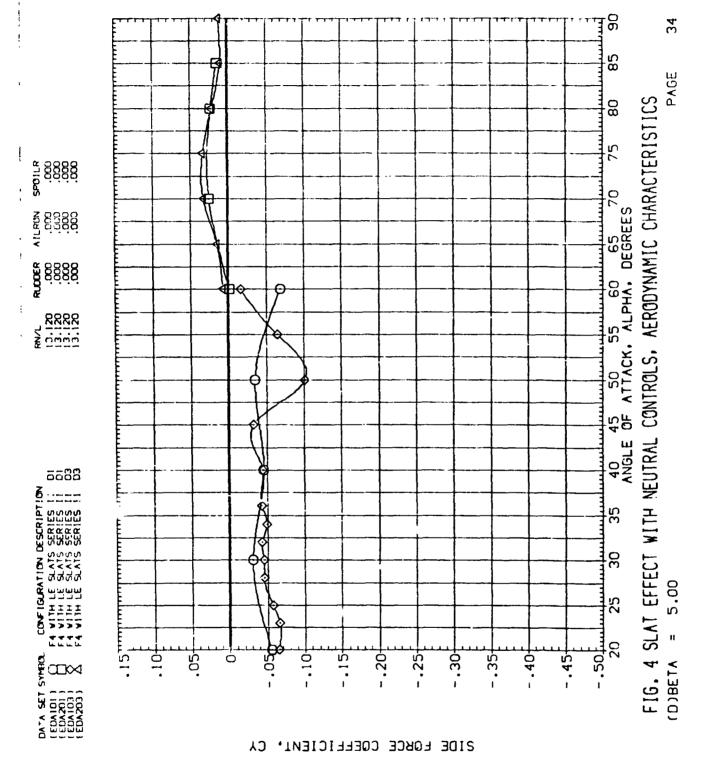
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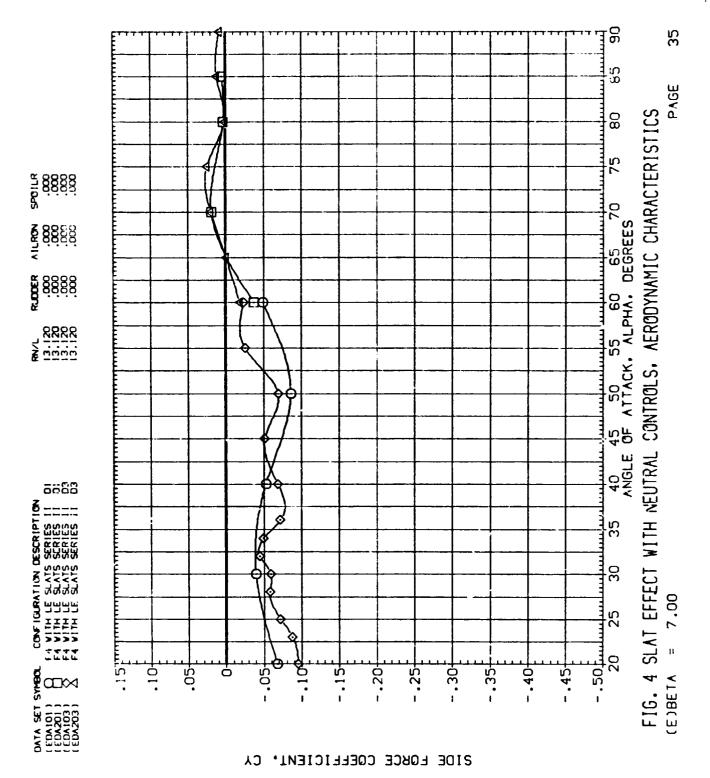
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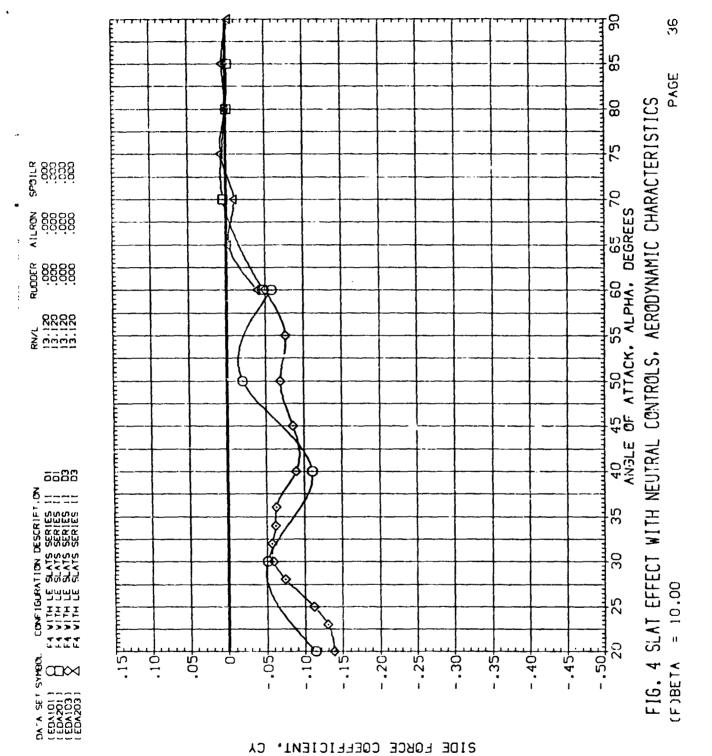
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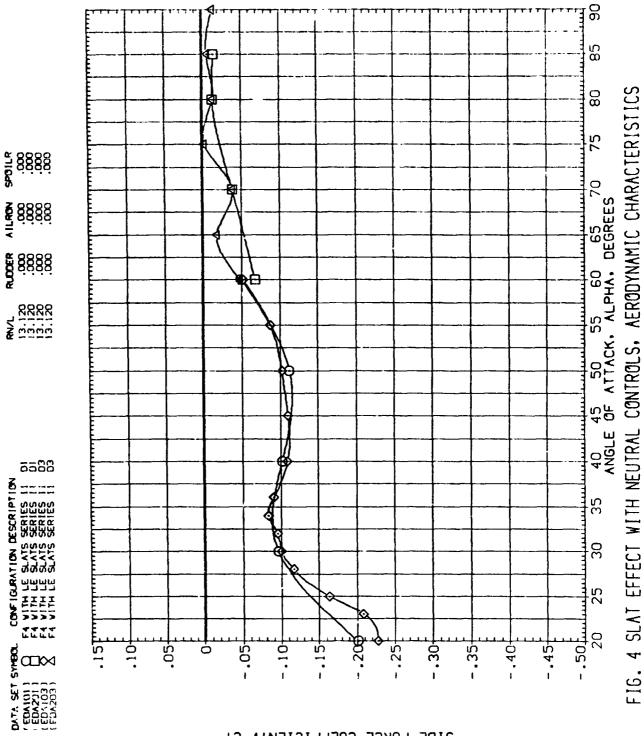
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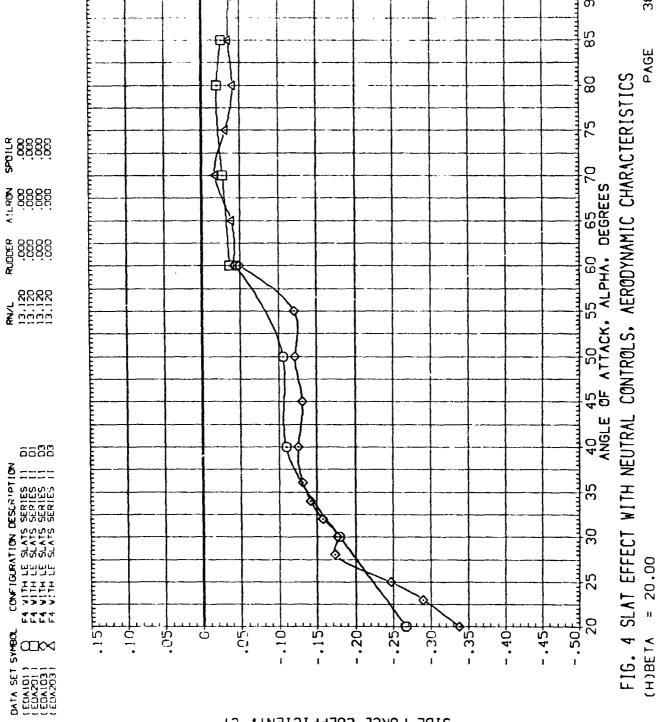
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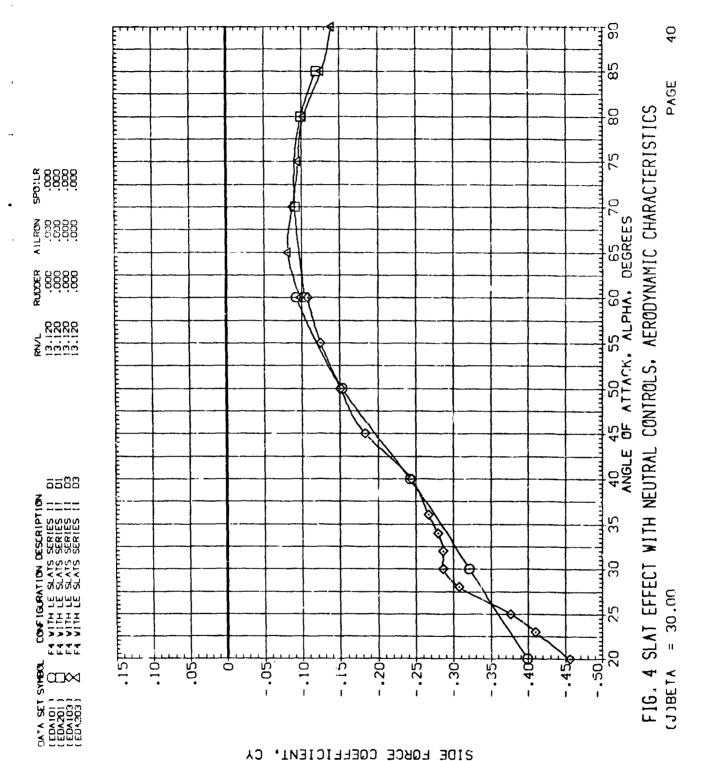
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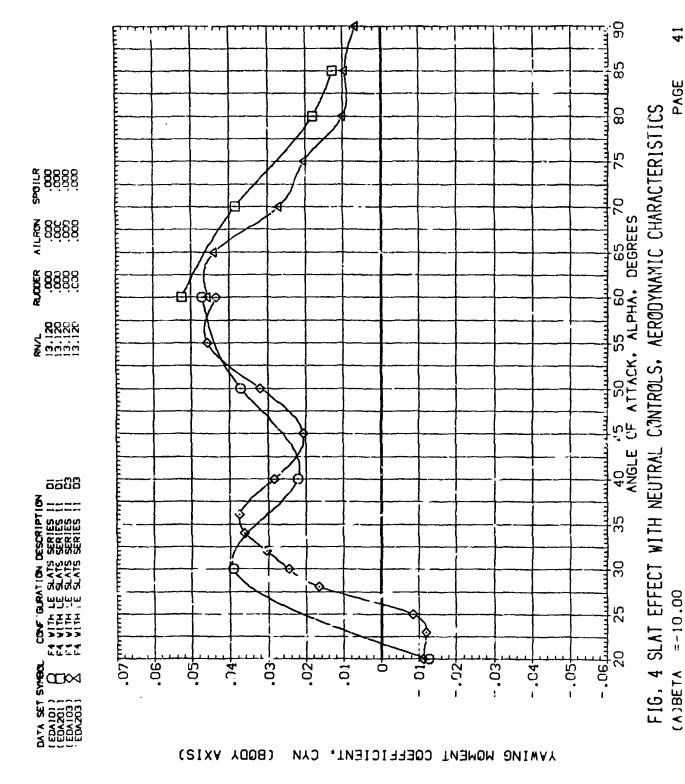
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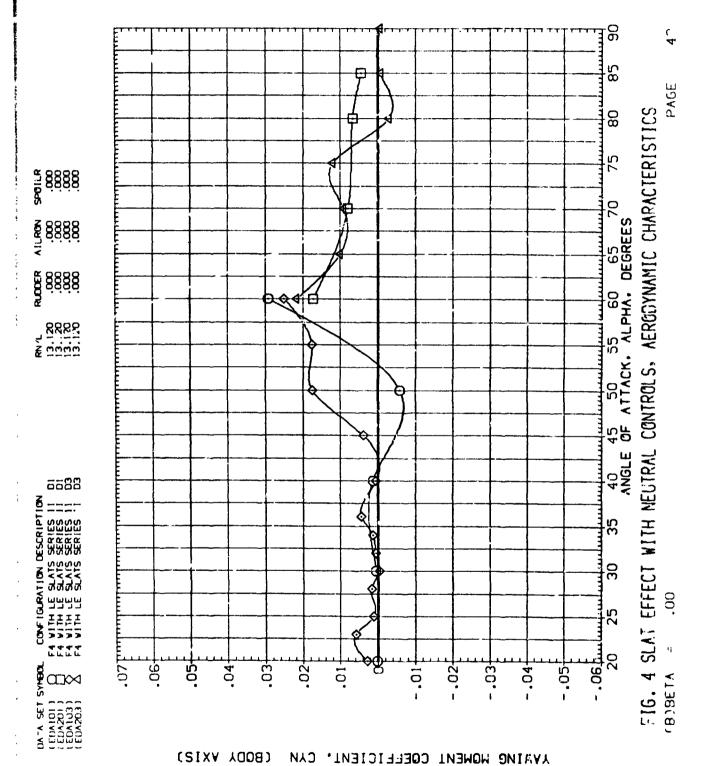
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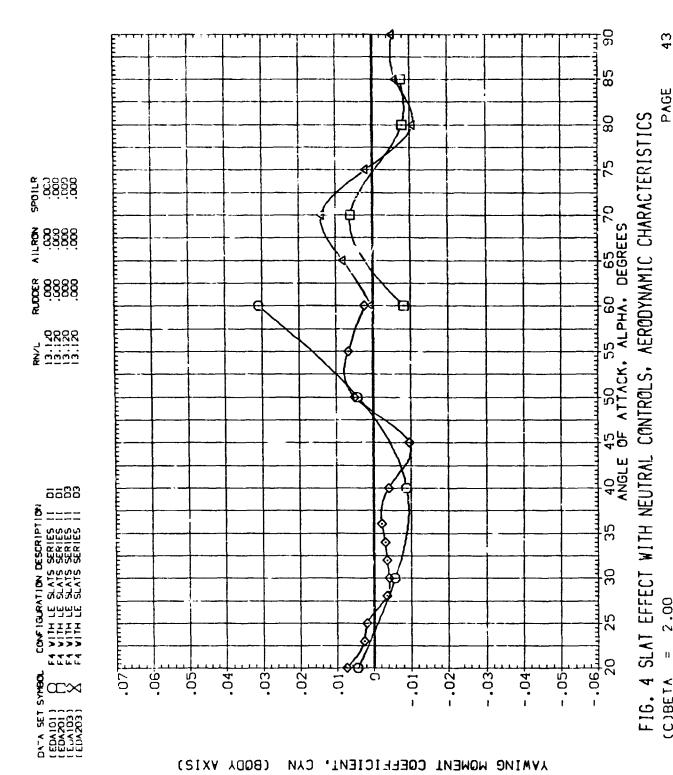
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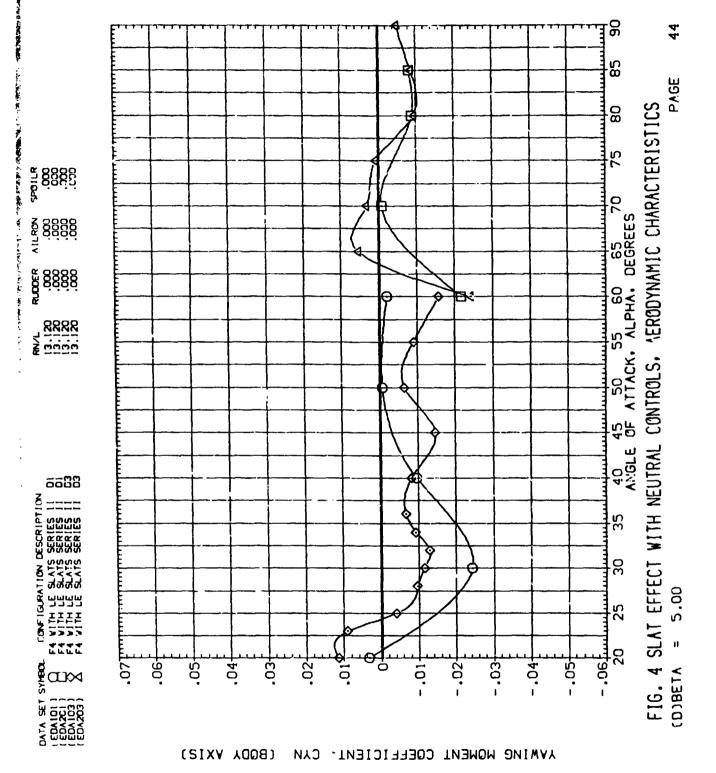


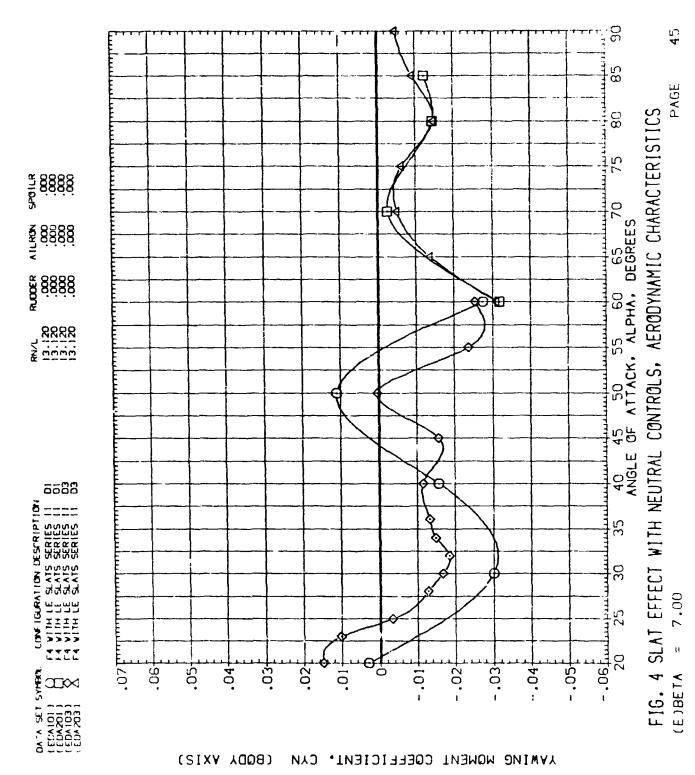




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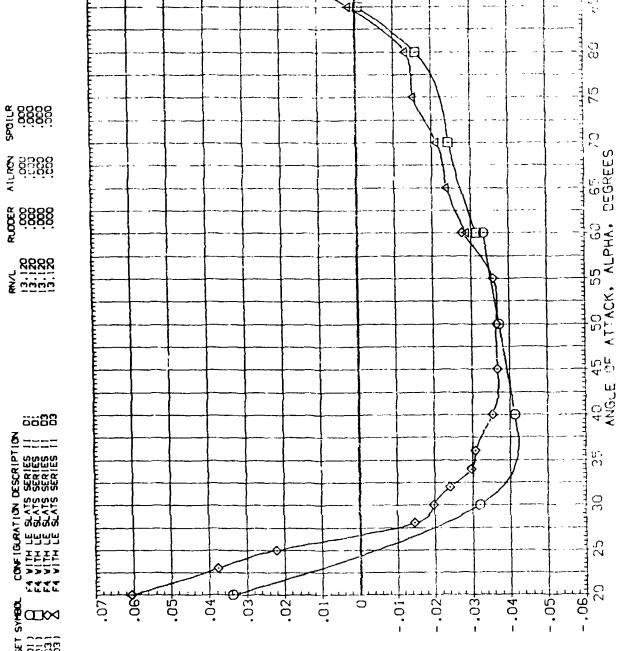
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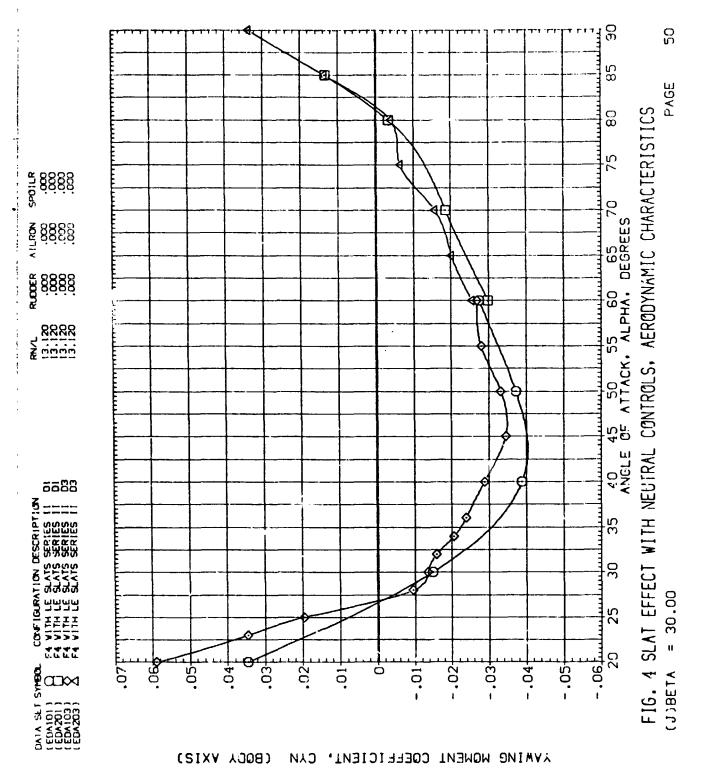


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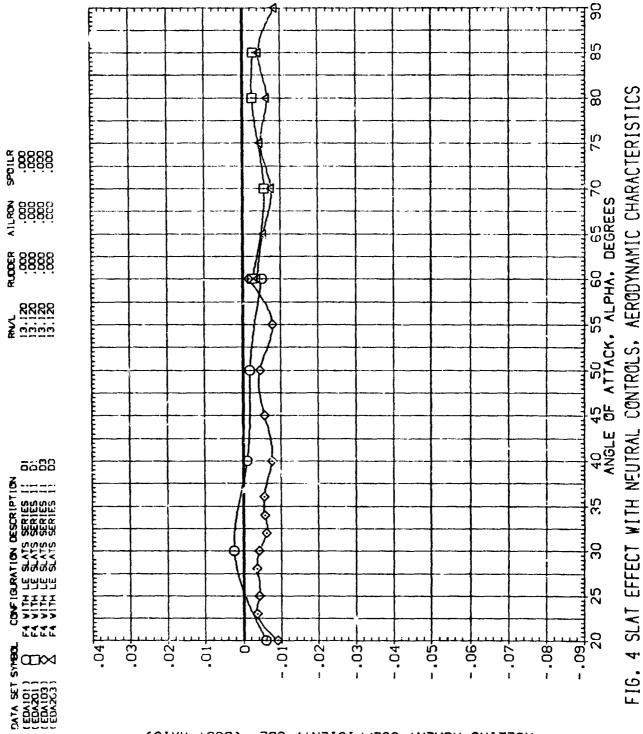
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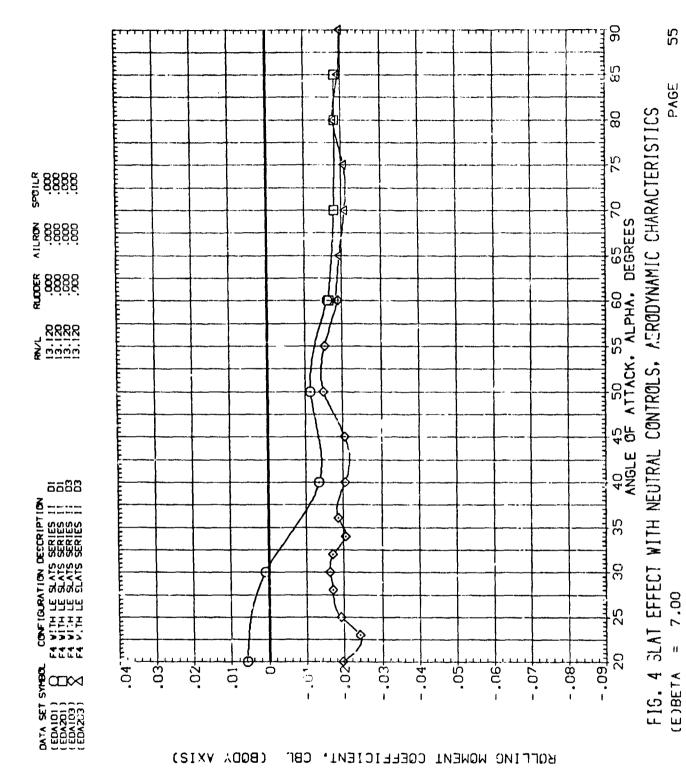
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FIG. 4 SLAT EFFECT WITH NEUTRAL CONTROLS. AERODYNAMIC CHARACTERISTICS (6)Beta = 15.00

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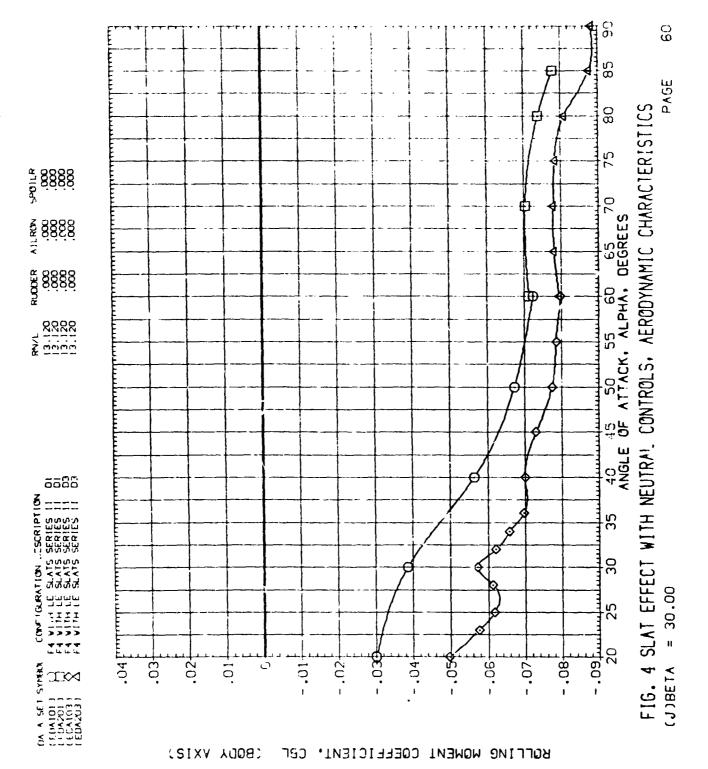
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FIG. 4 SLAT EFFECT WITH NEUTRAL CONTROLS, AERODYNAMIC CHARACTERISTICS

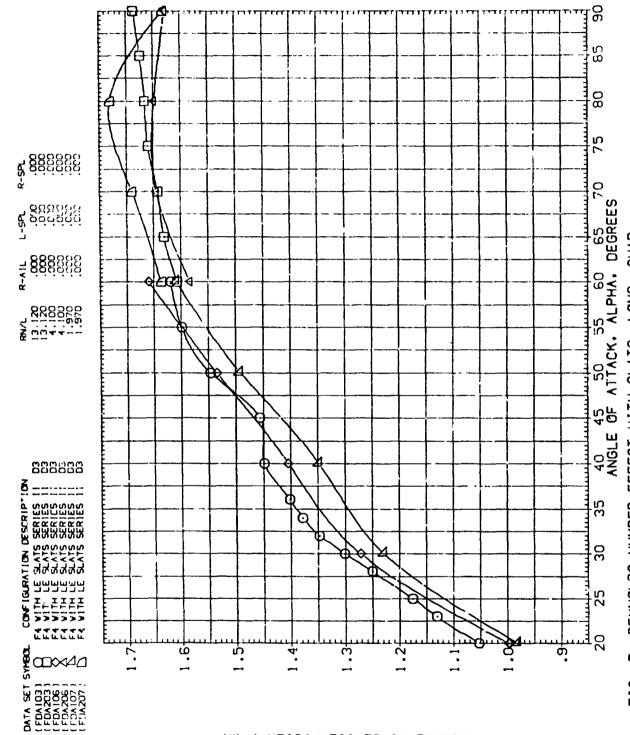
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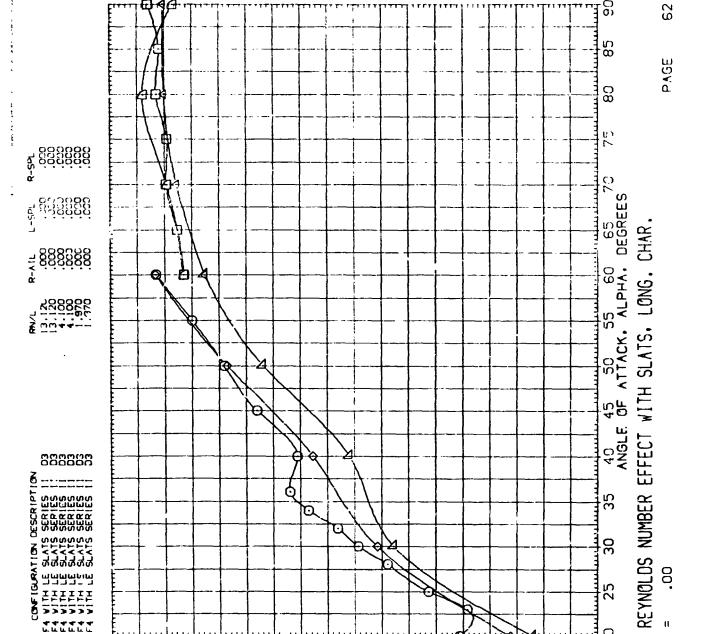
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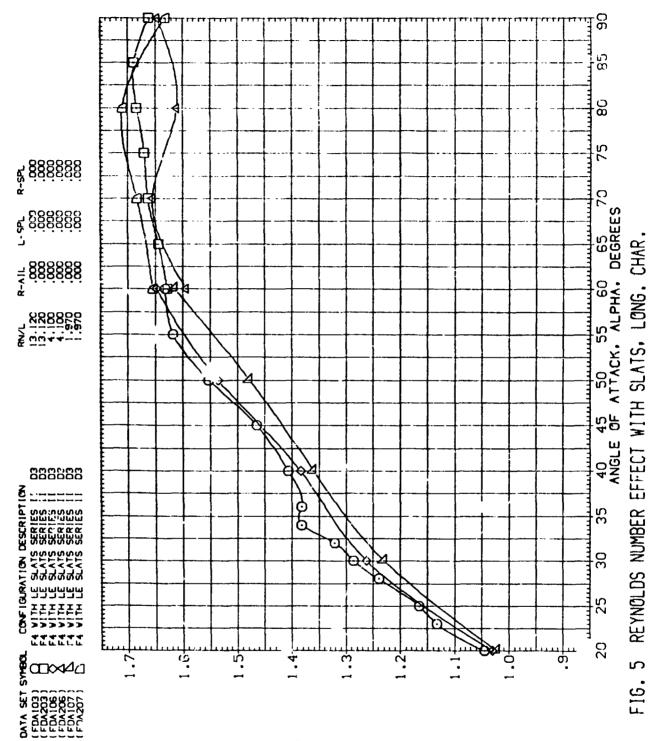
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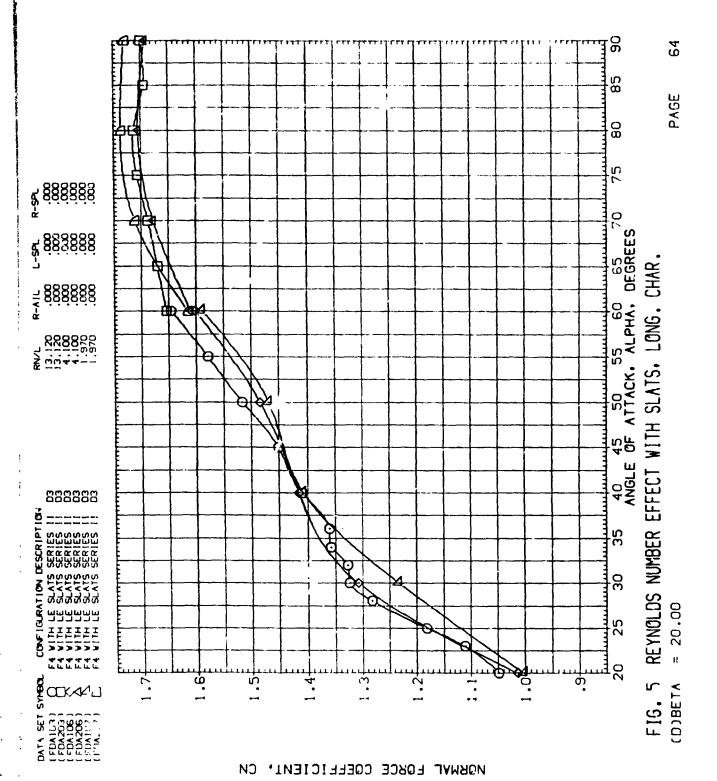
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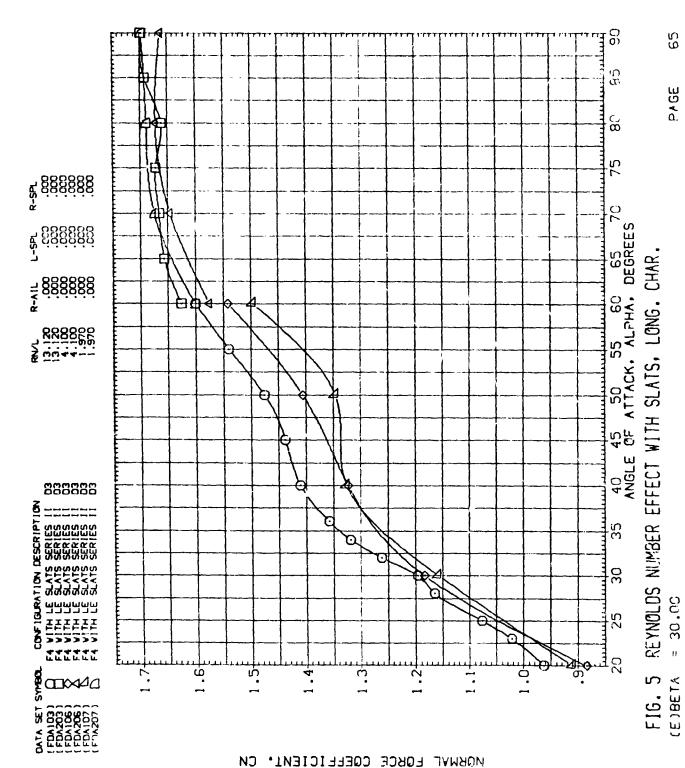
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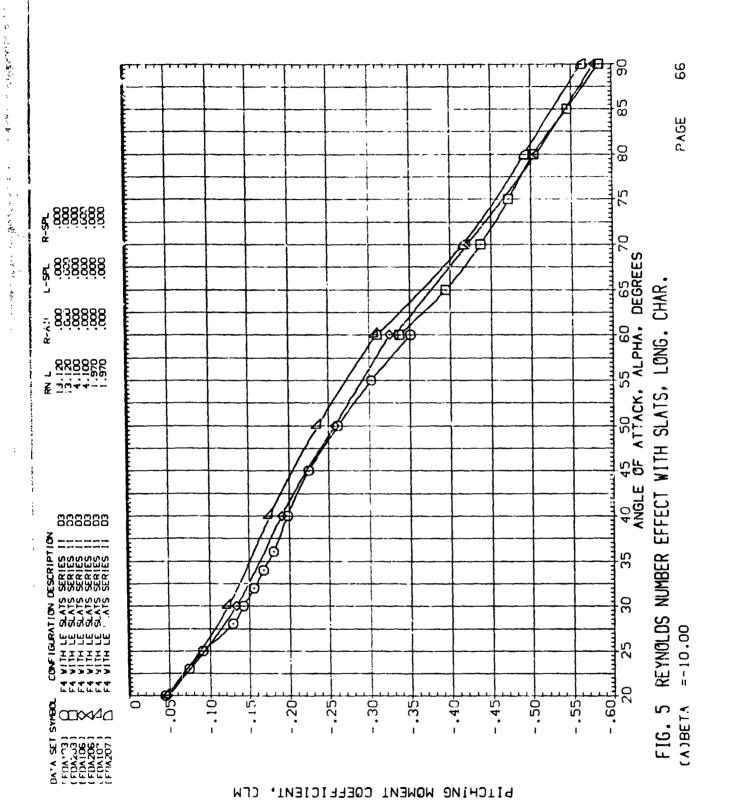


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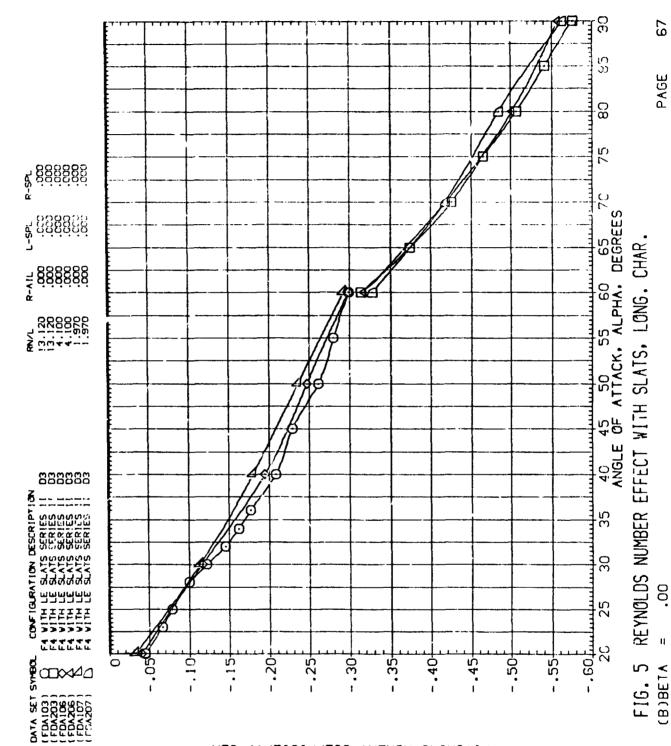
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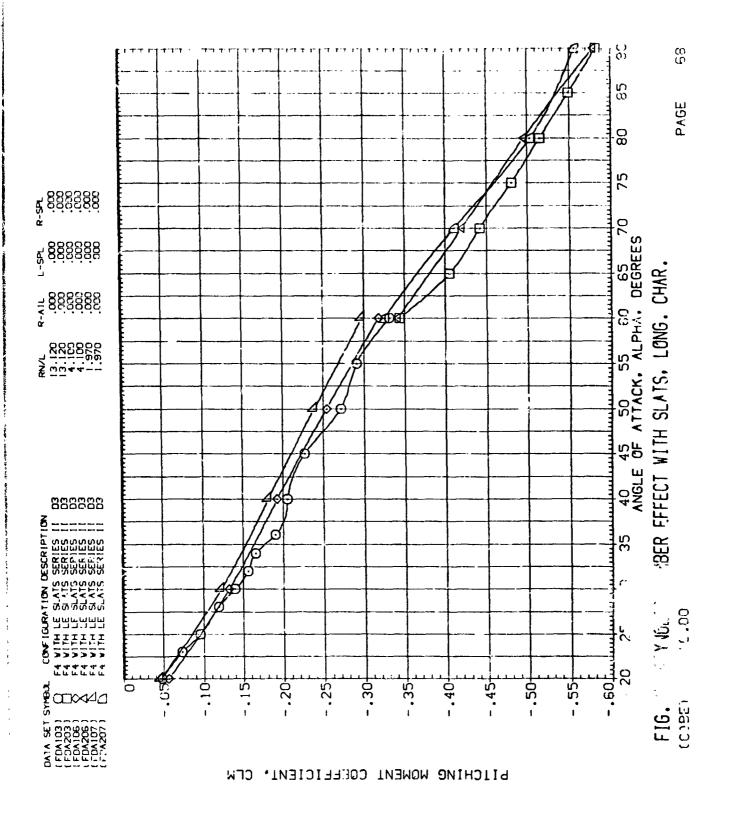


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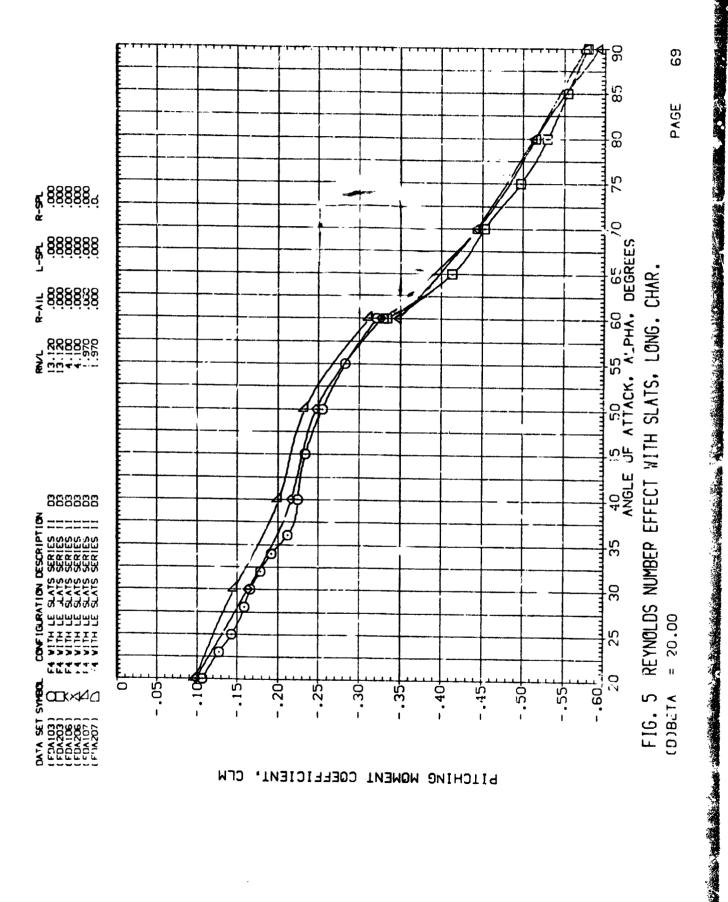


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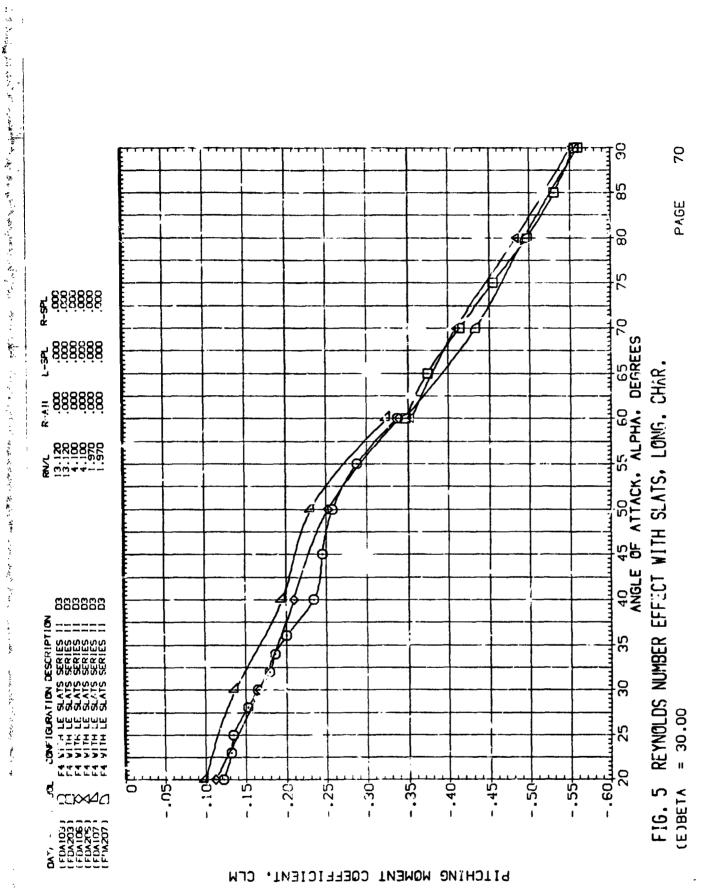


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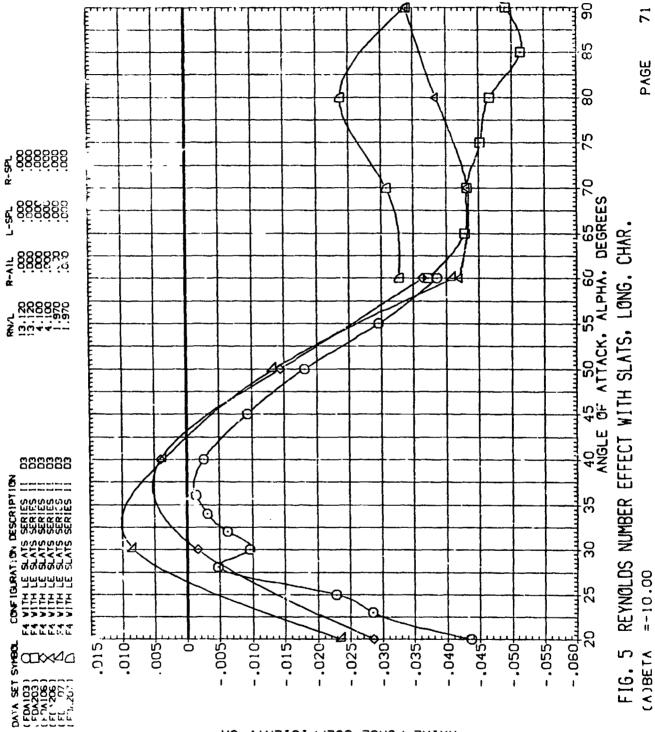
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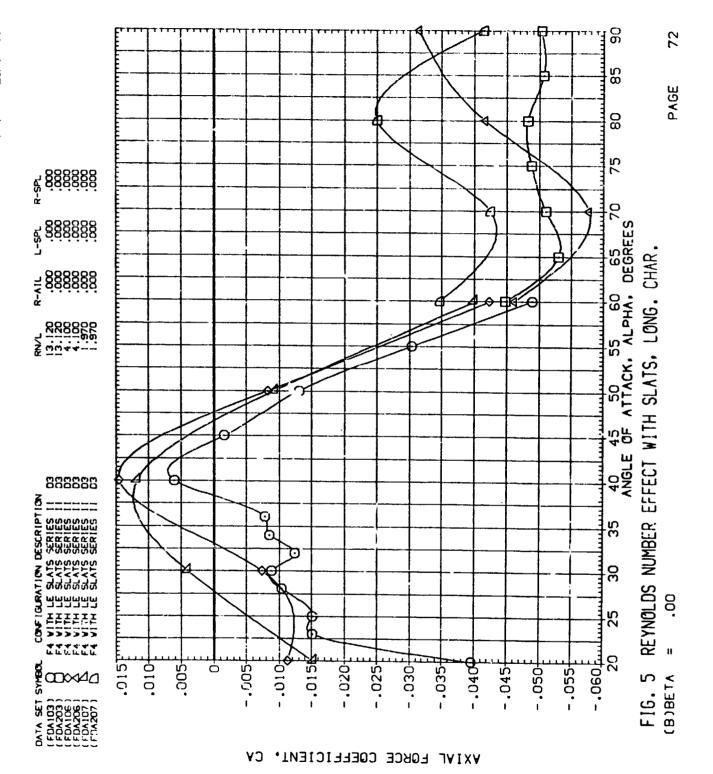
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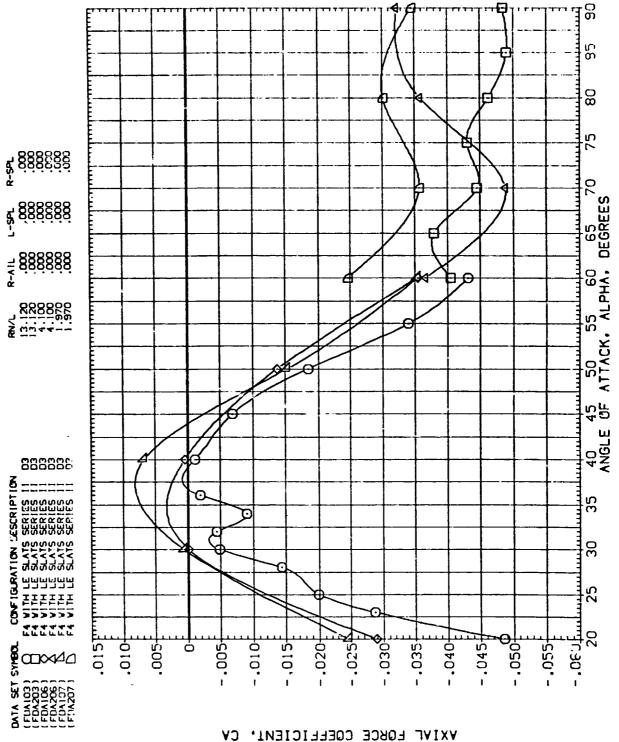


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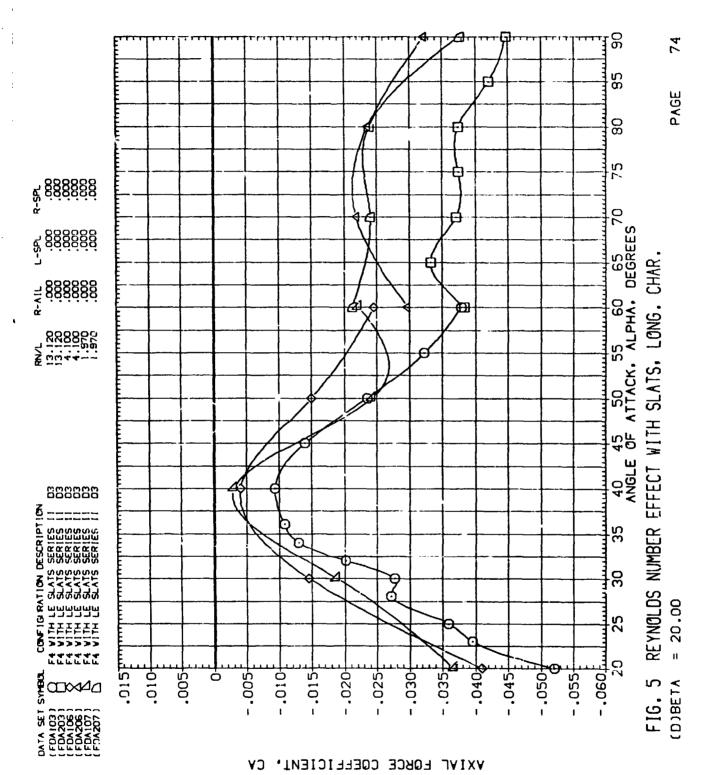
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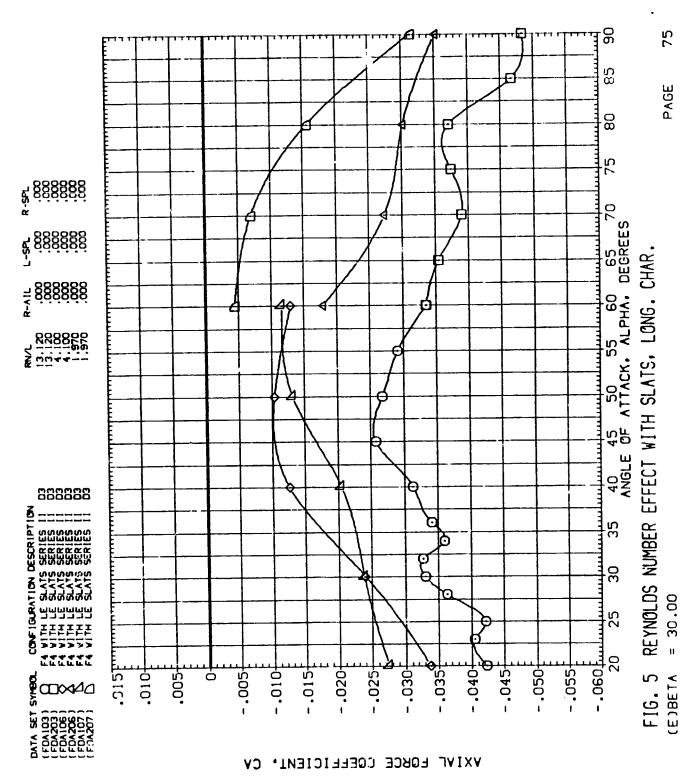
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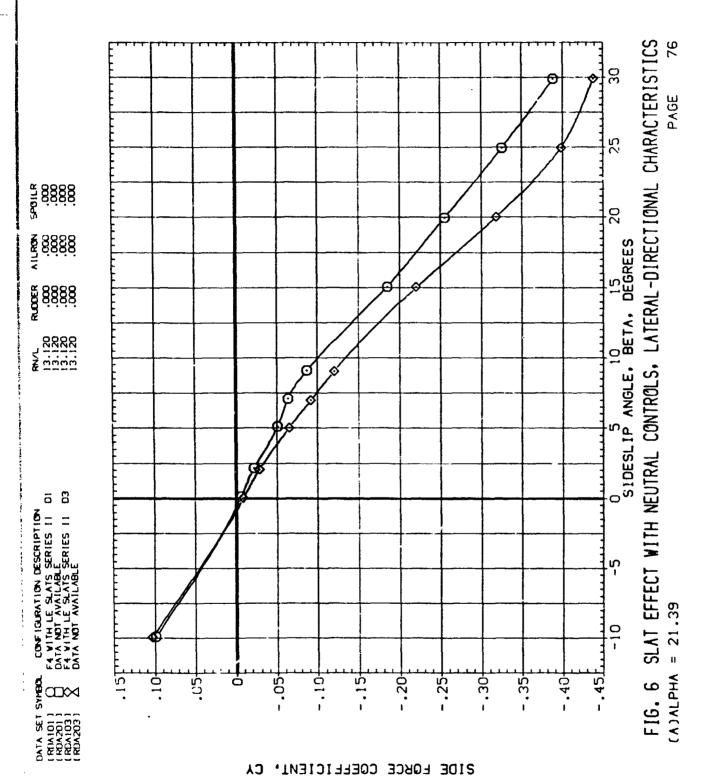
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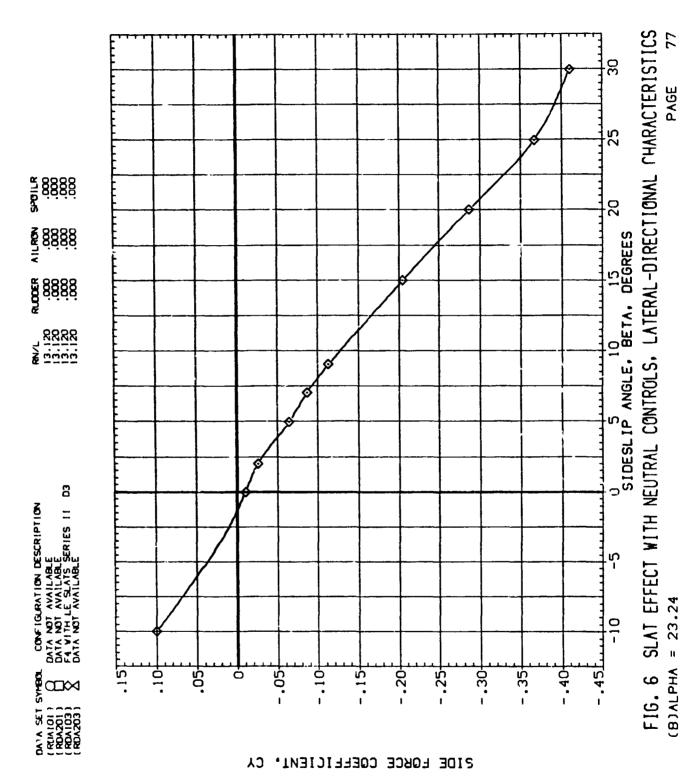
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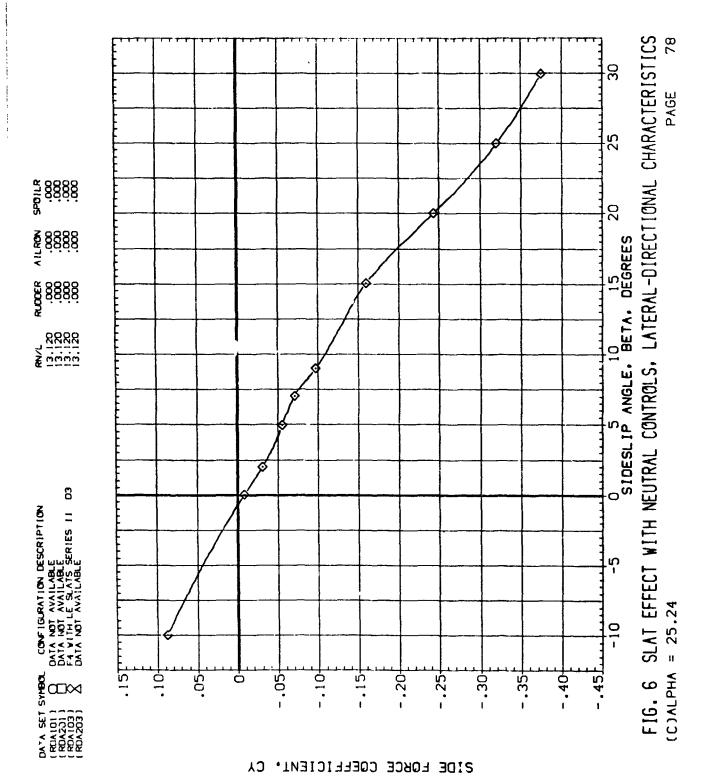
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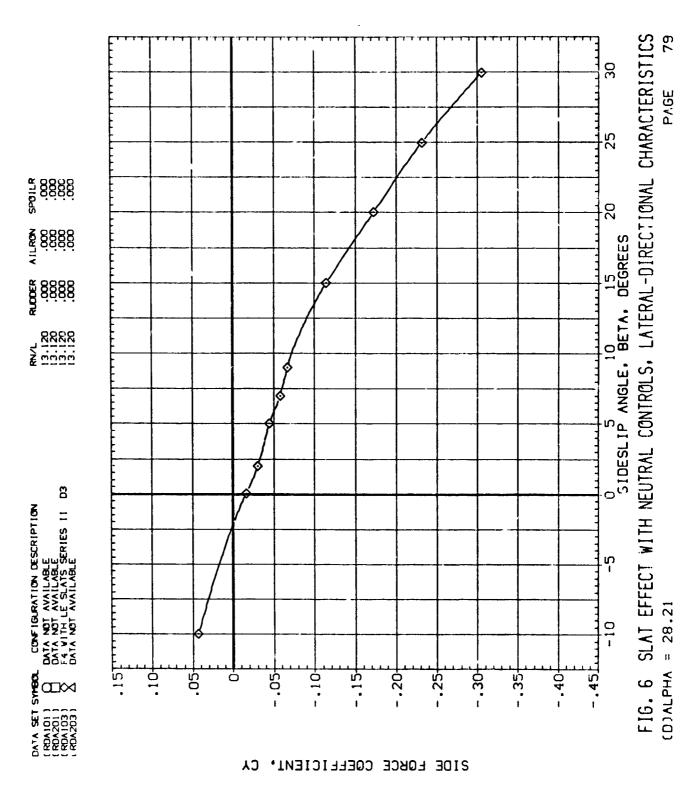


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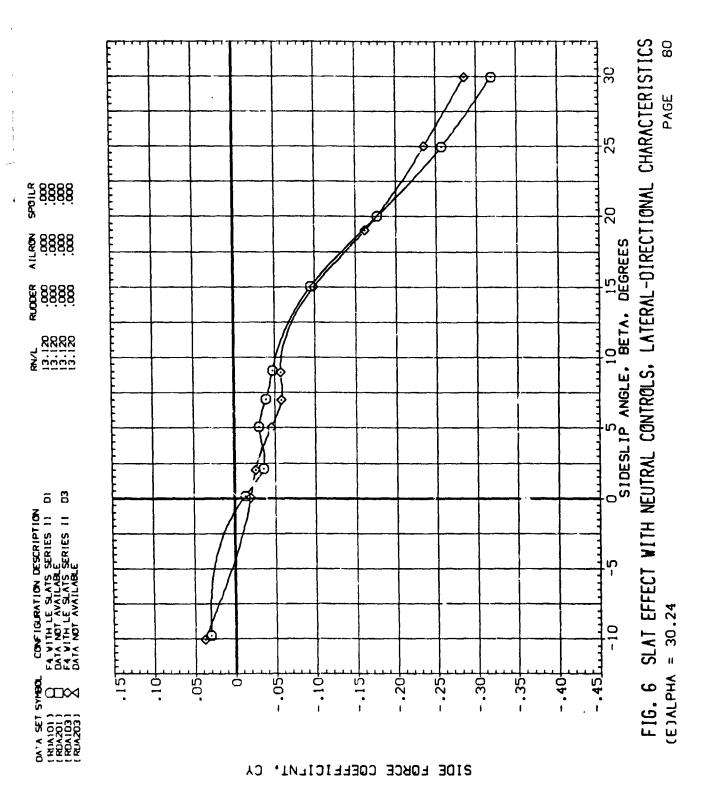
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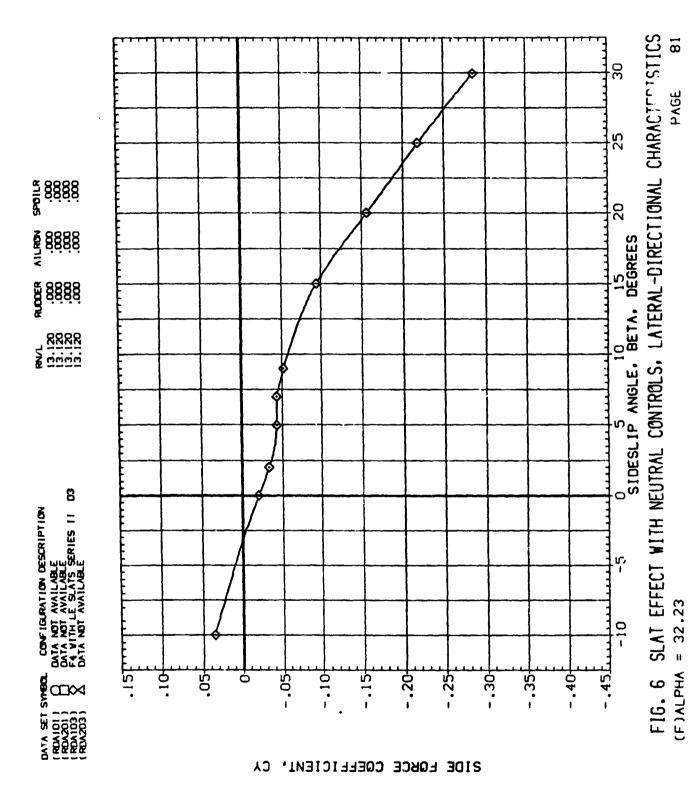
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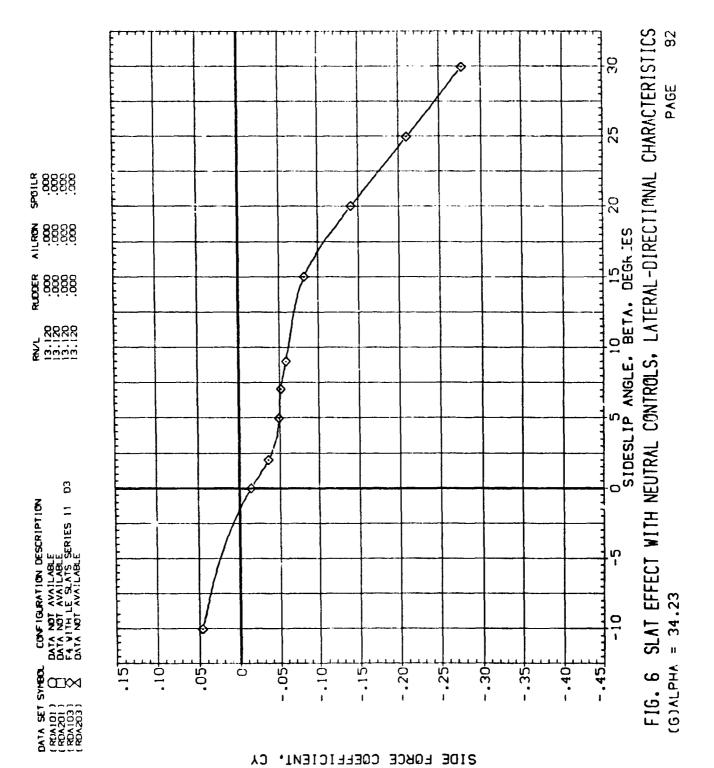
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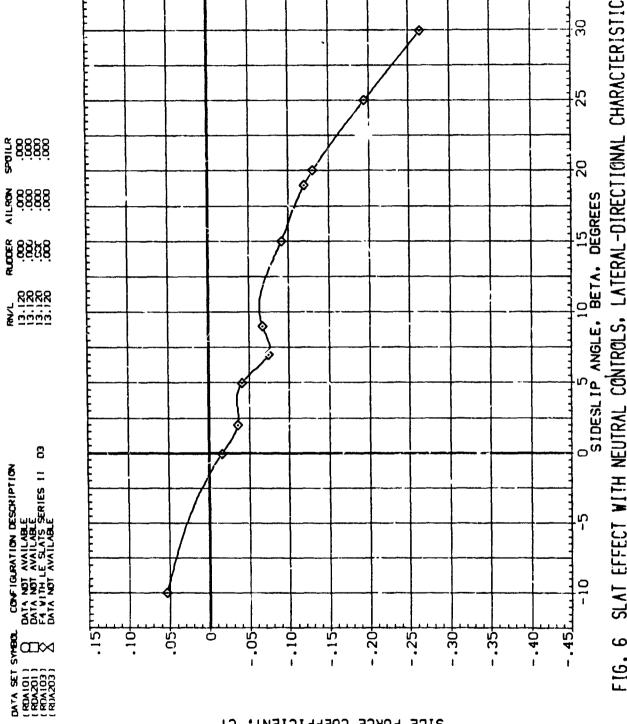


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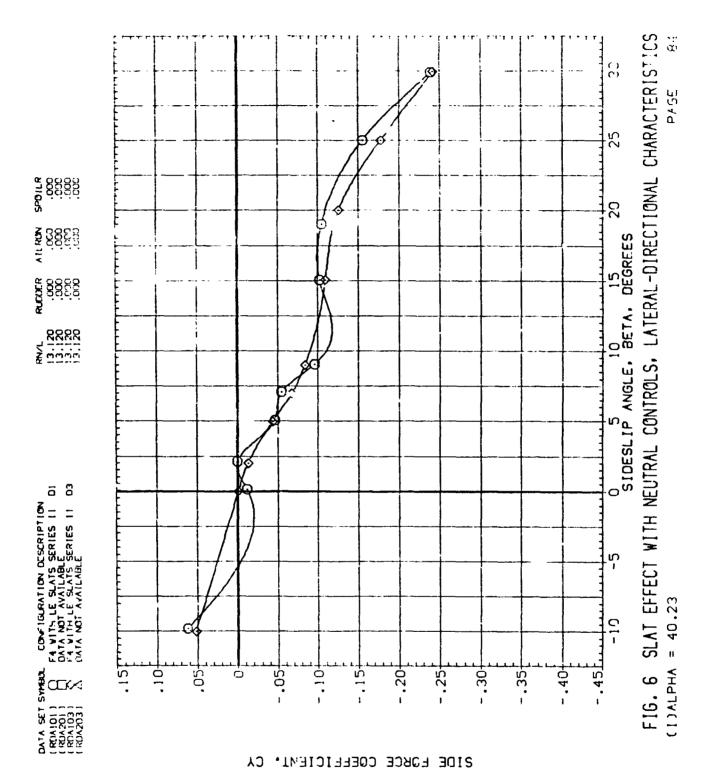
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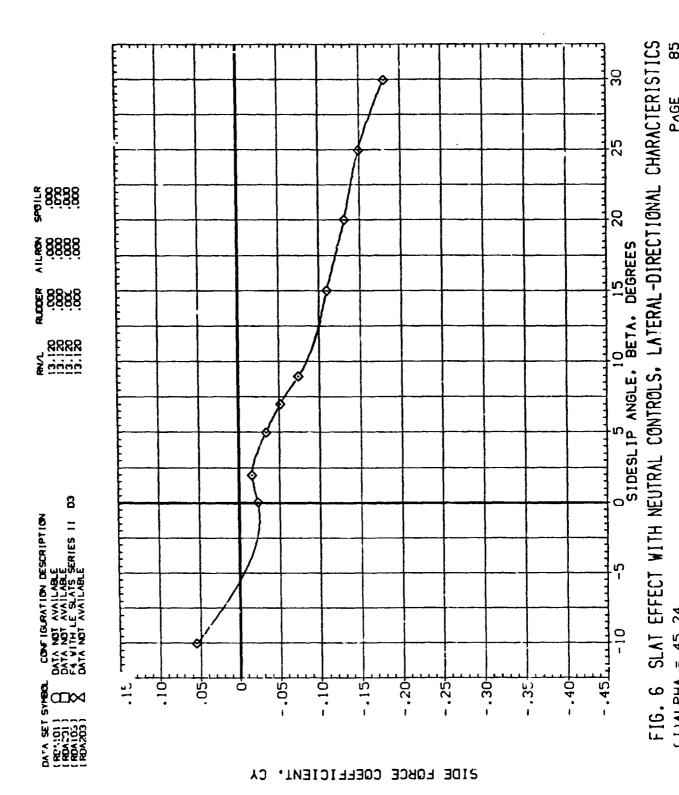
FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS PAGE (H)ALPHA = 36.29

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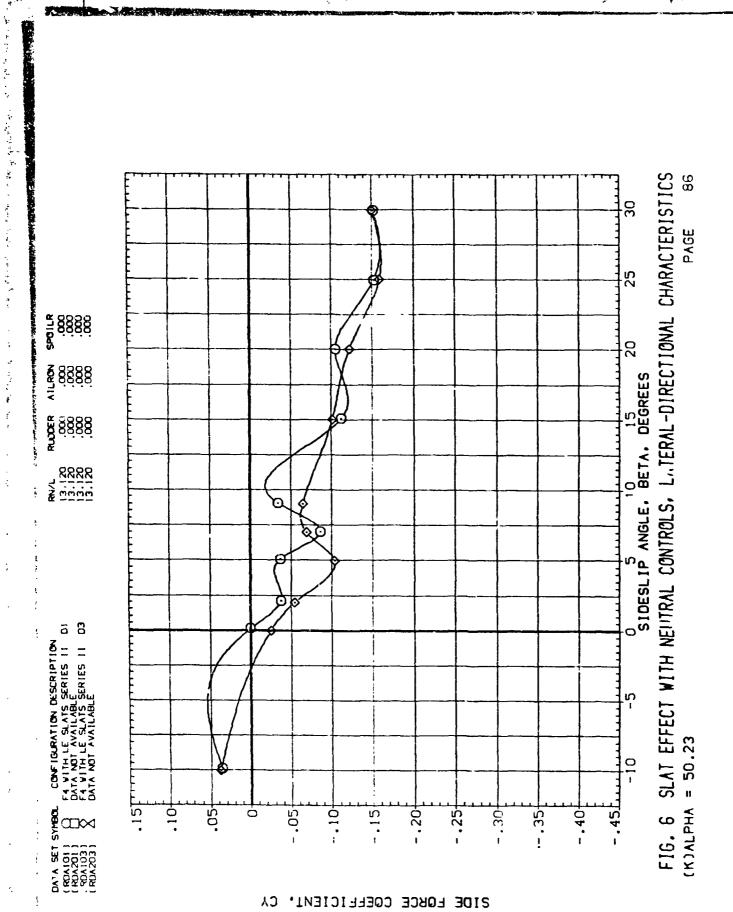
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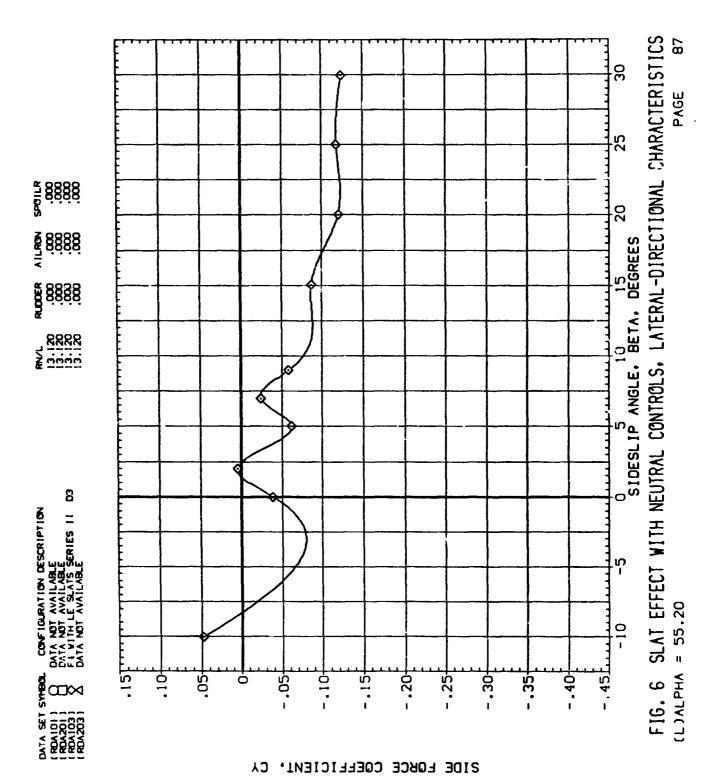
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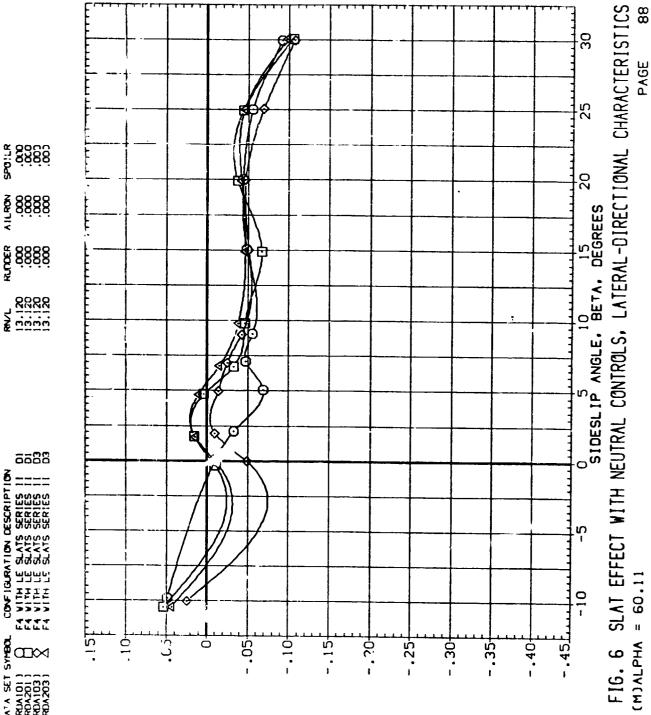
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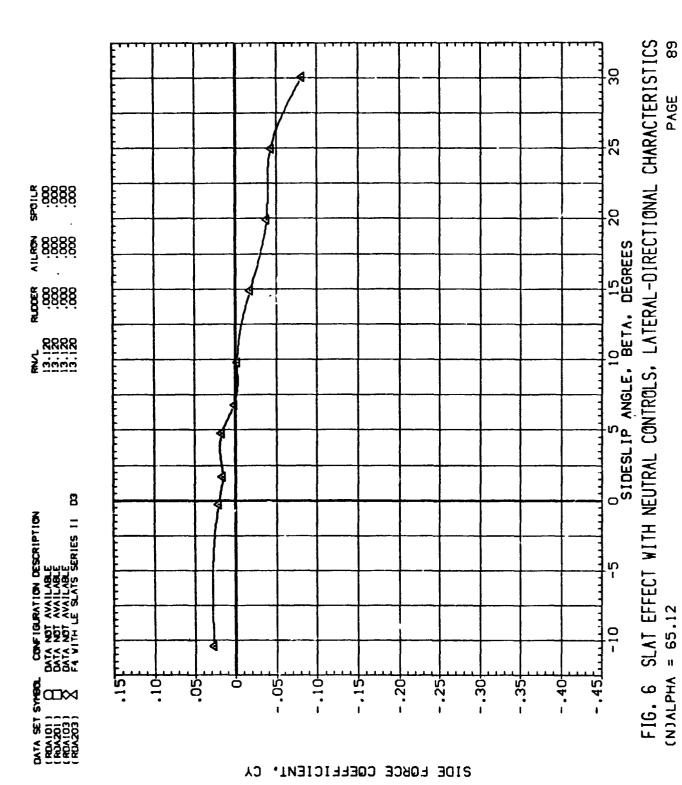


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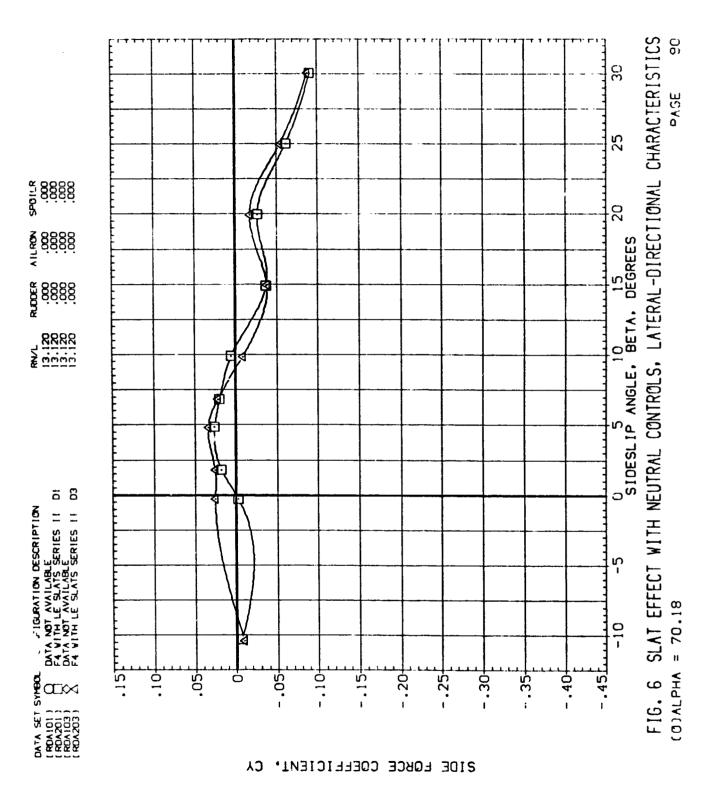


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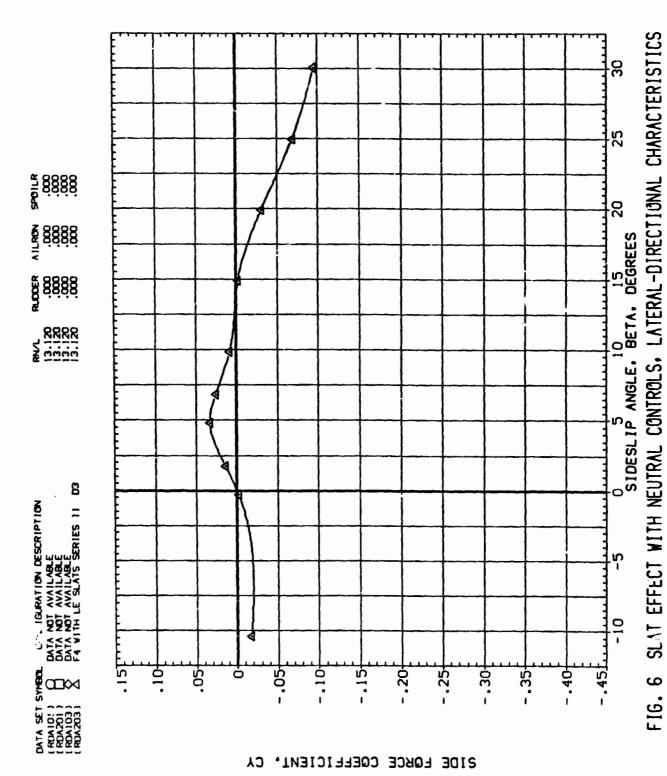
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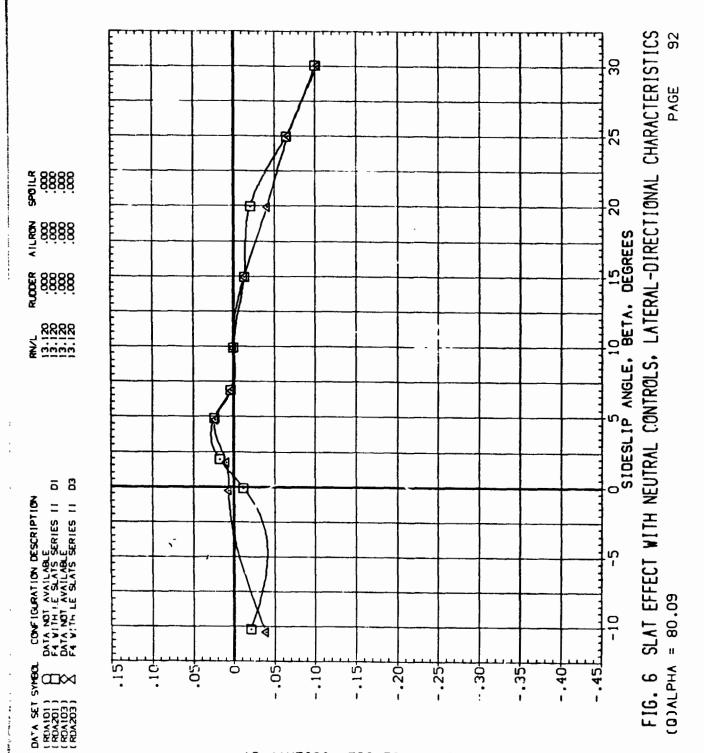
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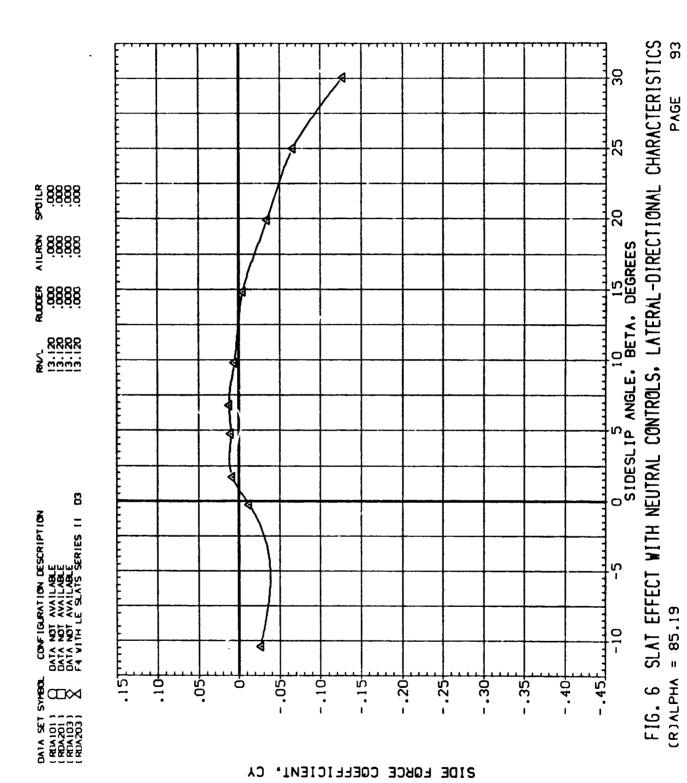
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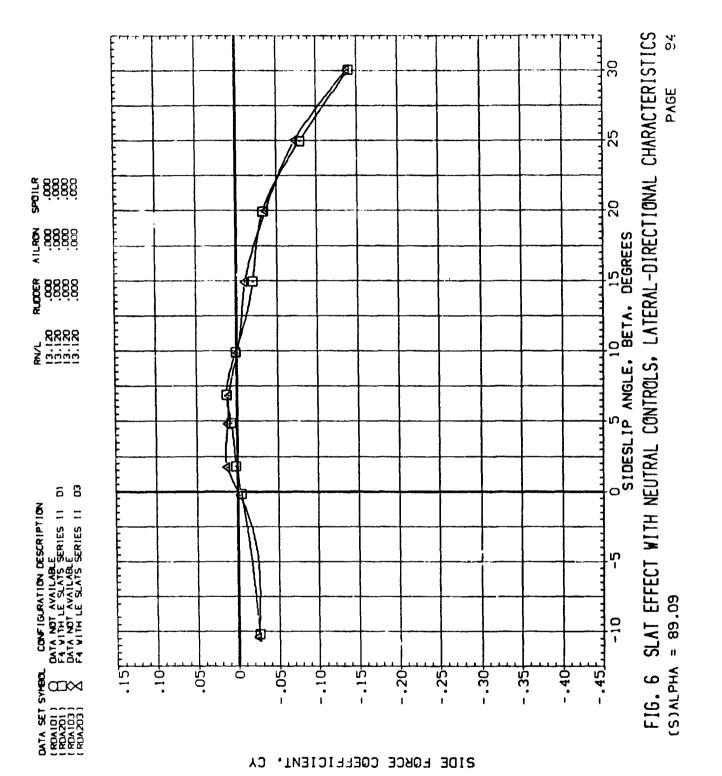


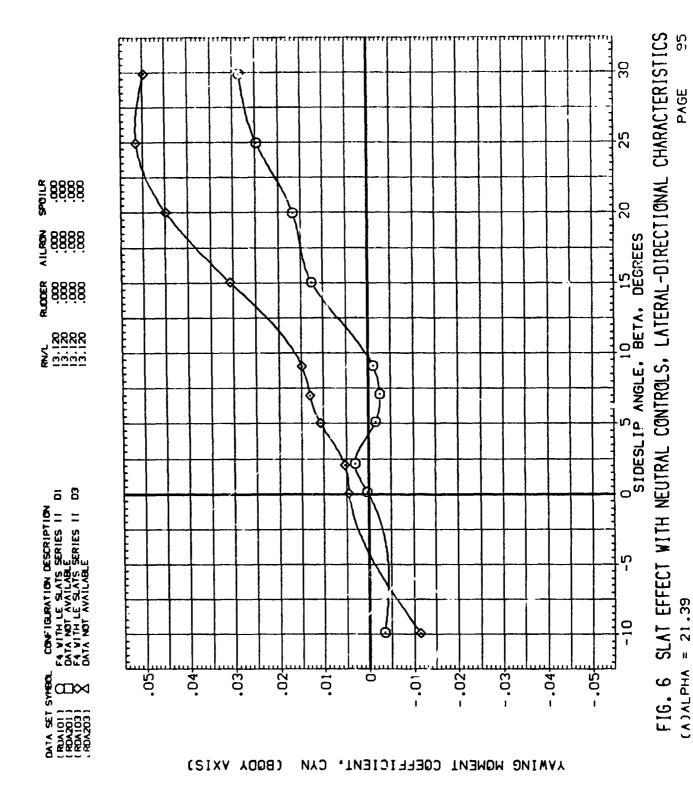
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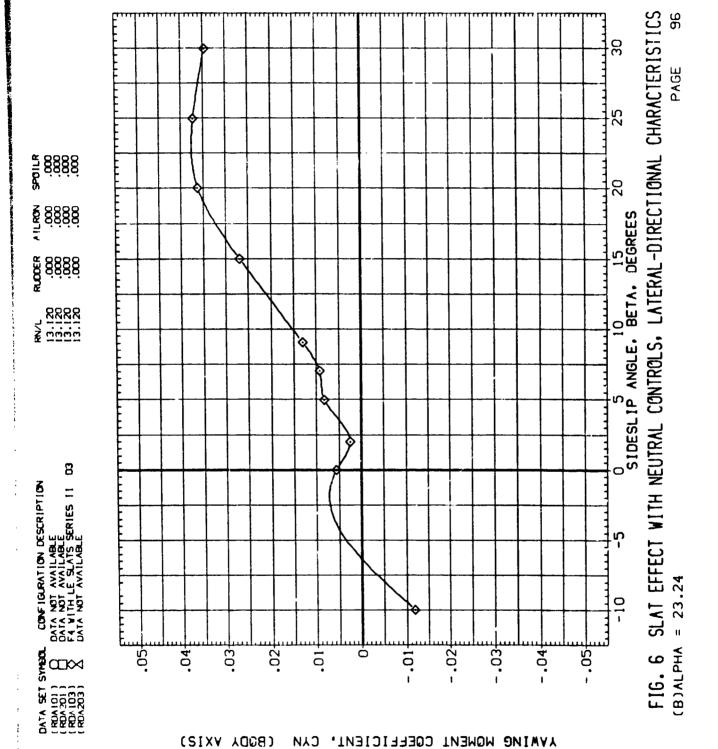
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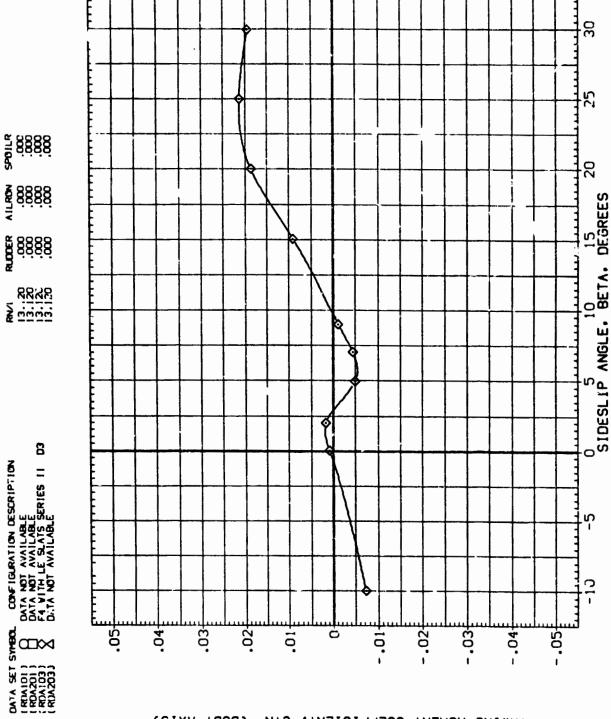
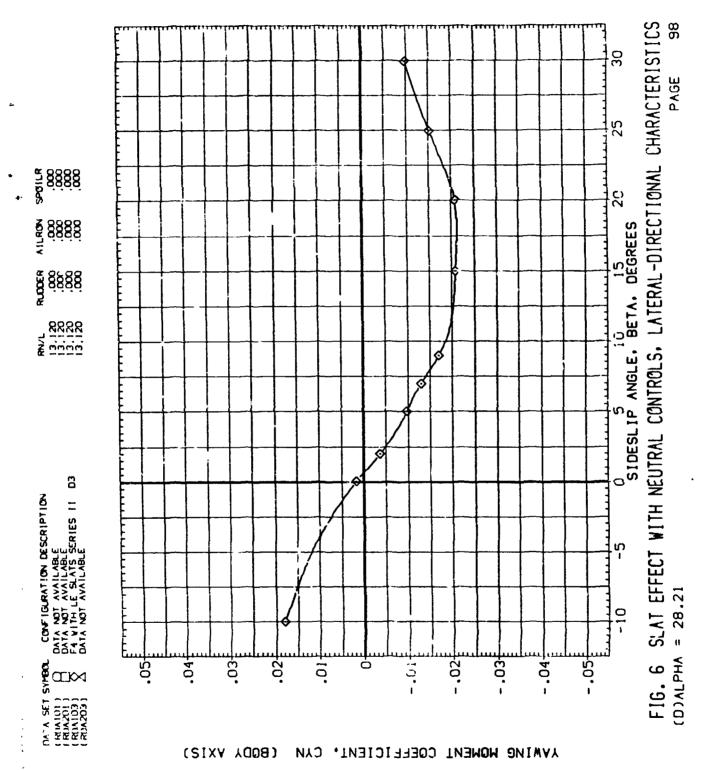
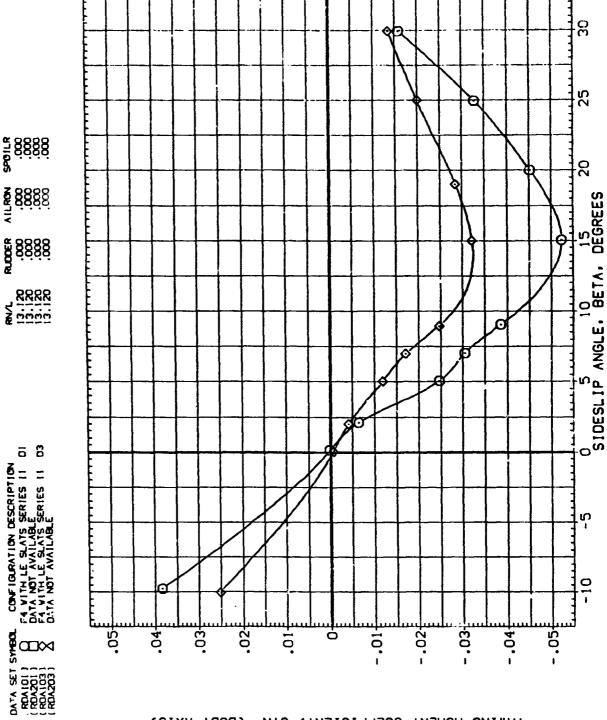


FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTIUS (C)ALPHA = 25.24

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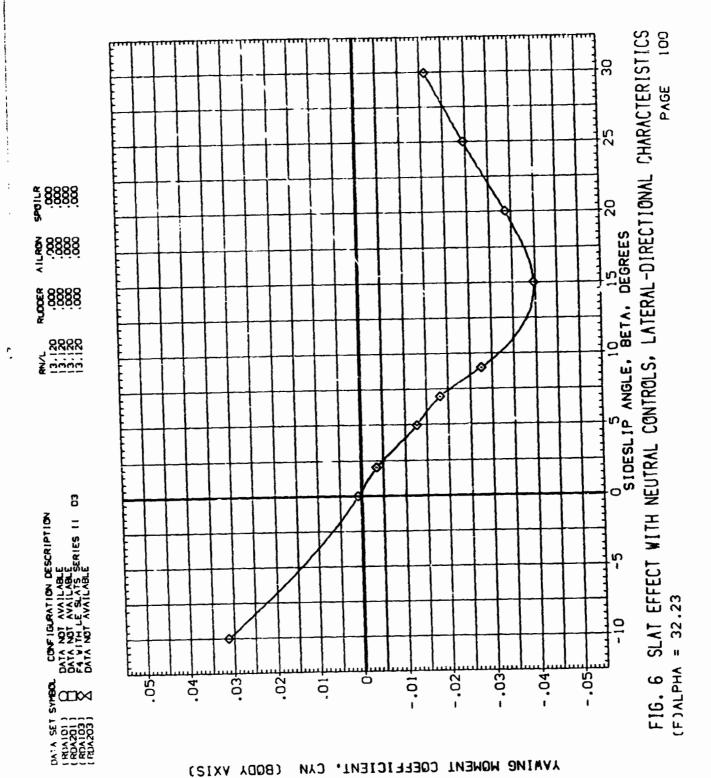
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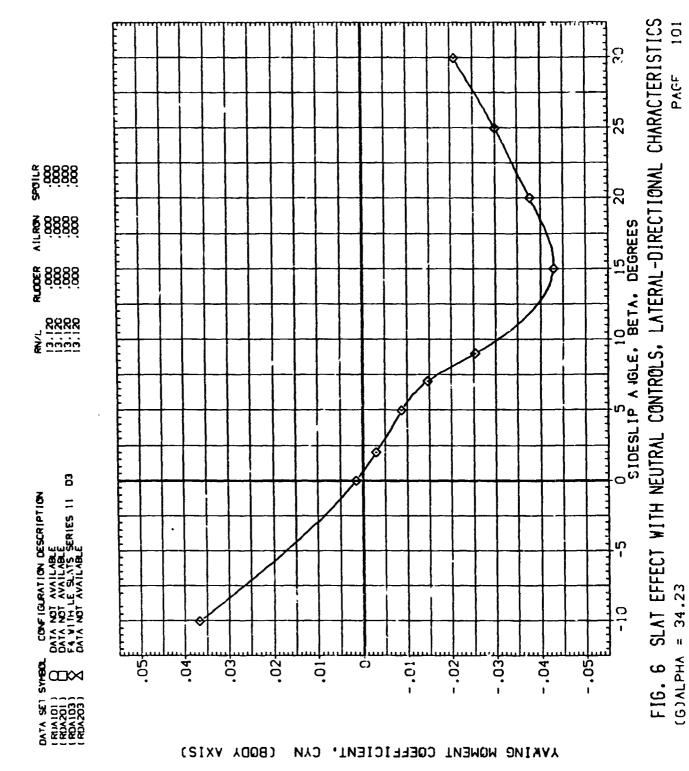
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FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS

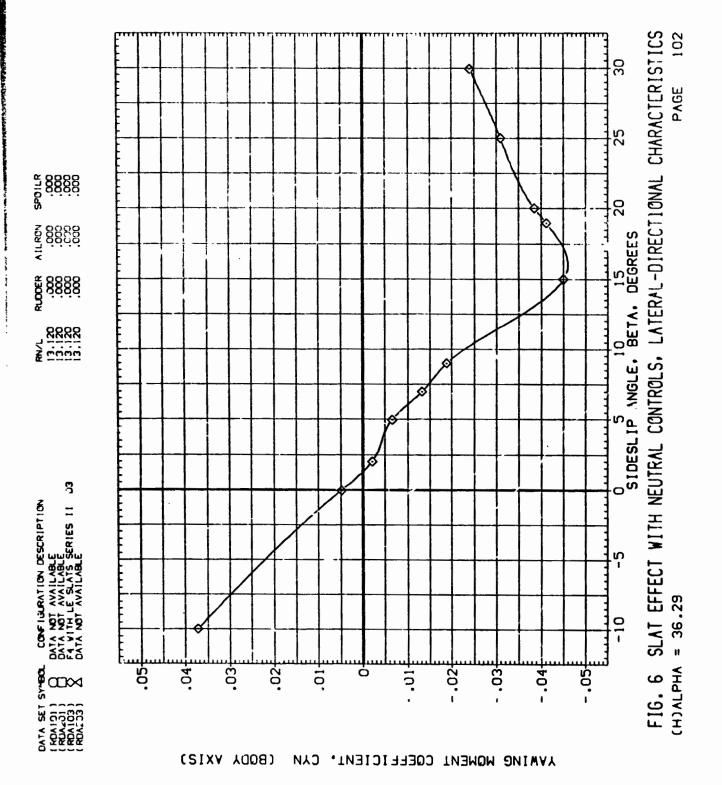
(E)ALPHA = 30.24

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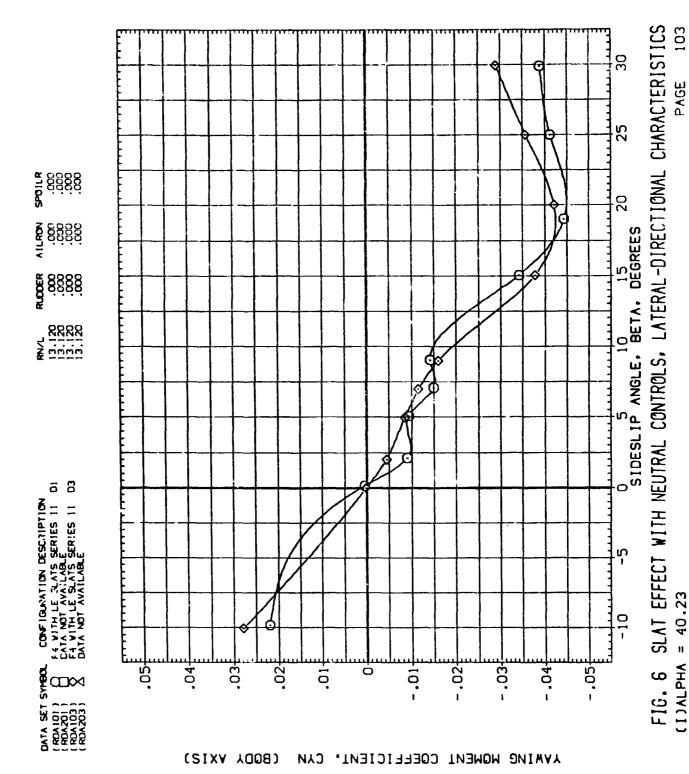




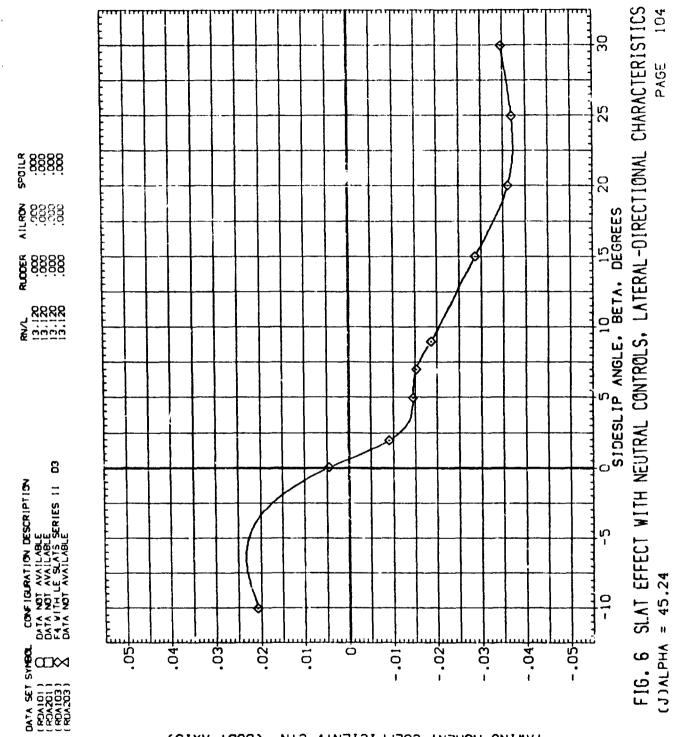
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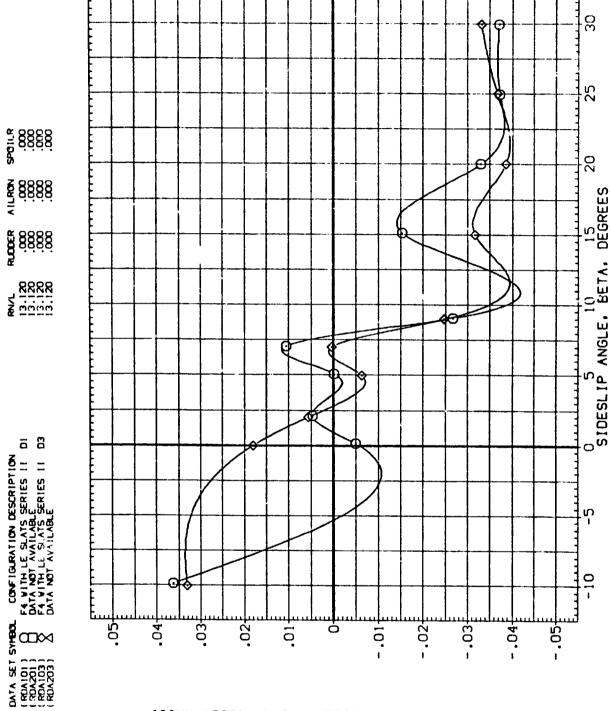
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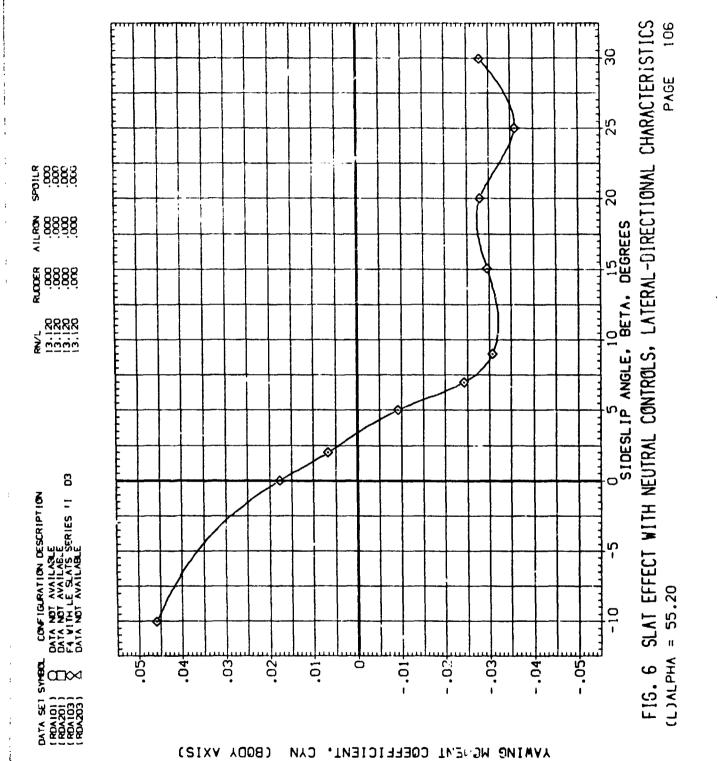
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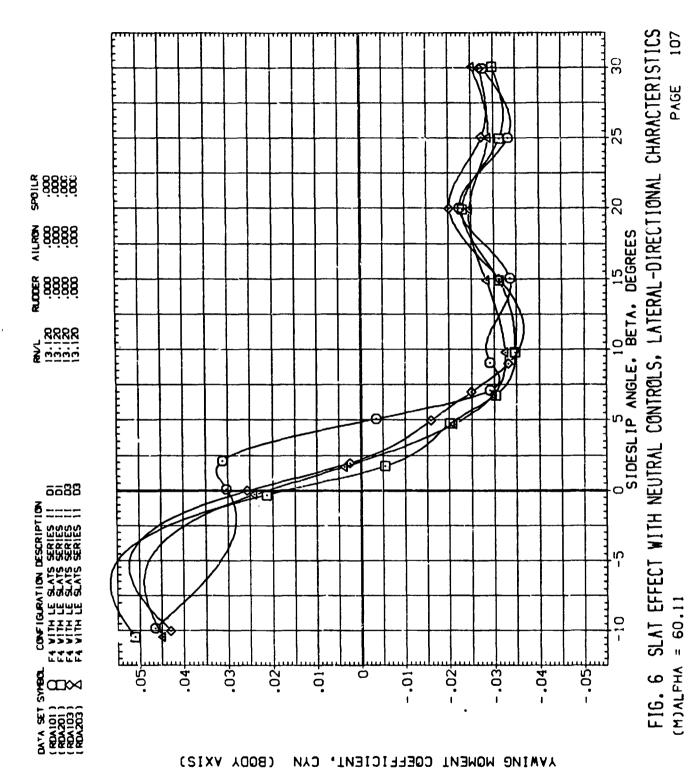
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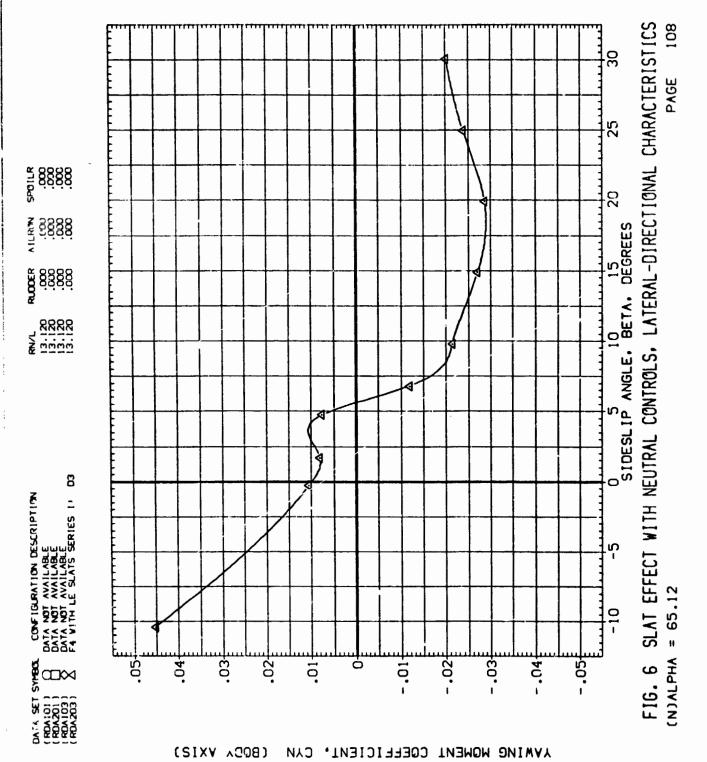
1. 2. FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS. LATERAL-DIRECTIONAL CHARACTERISTICS PAGE . (K)ALPHA = 50.23

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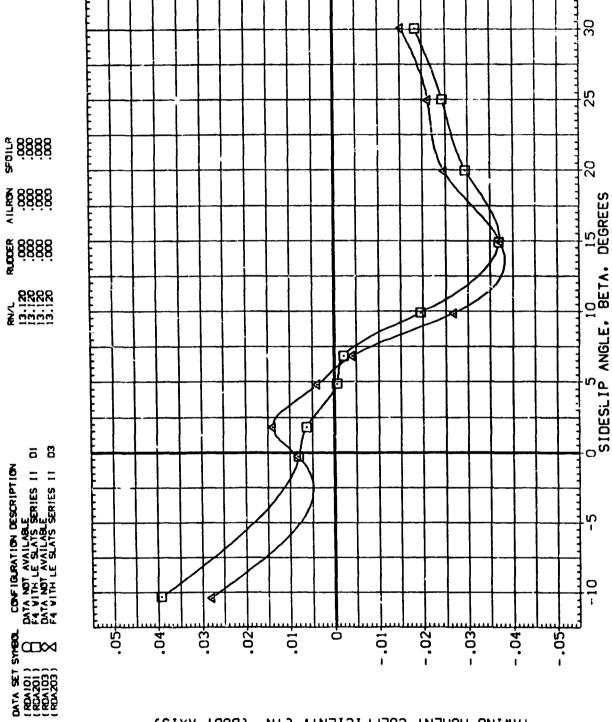


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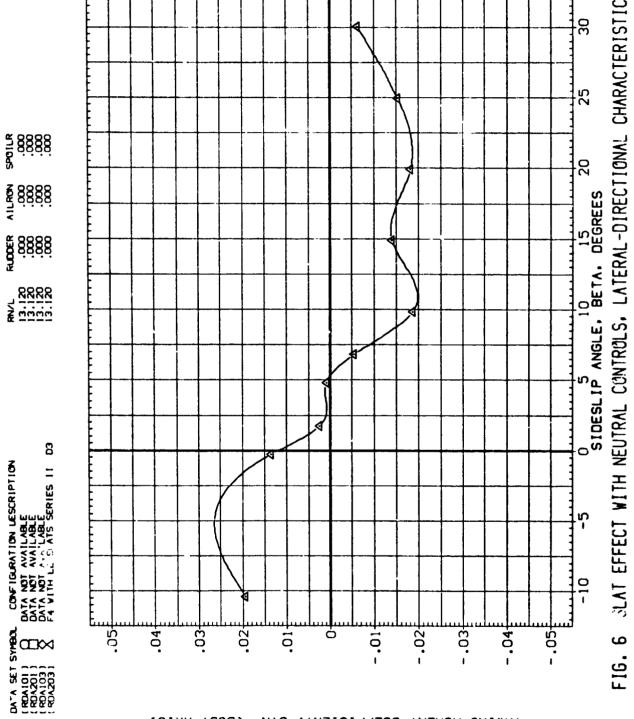
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FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS (0)ALPHA = 70.18

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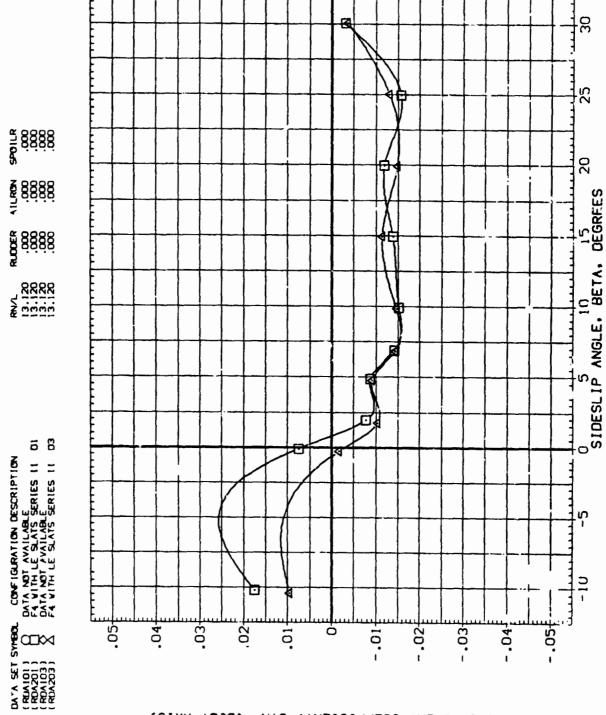


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FIG. 6 3LAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS (P)ALPHA = 75.13 PAGE

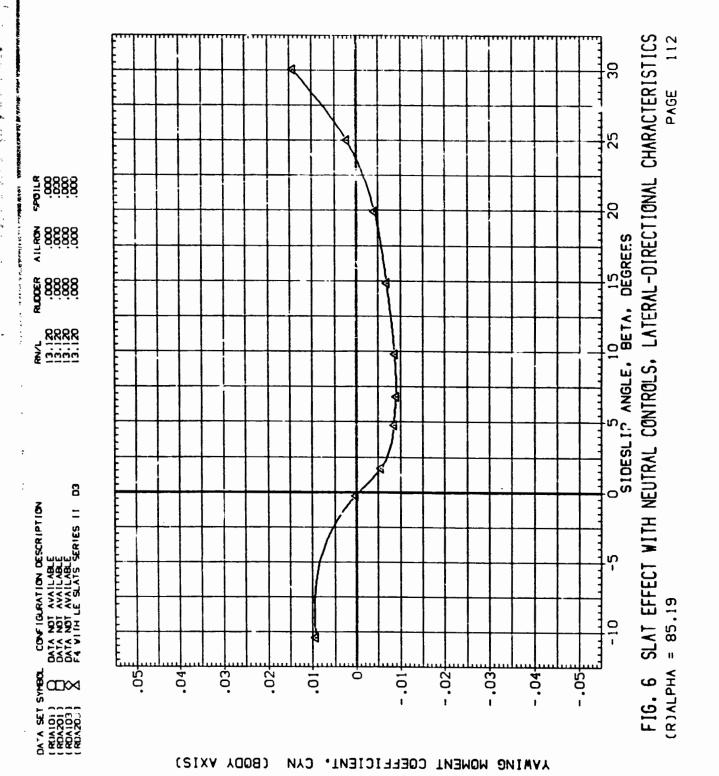


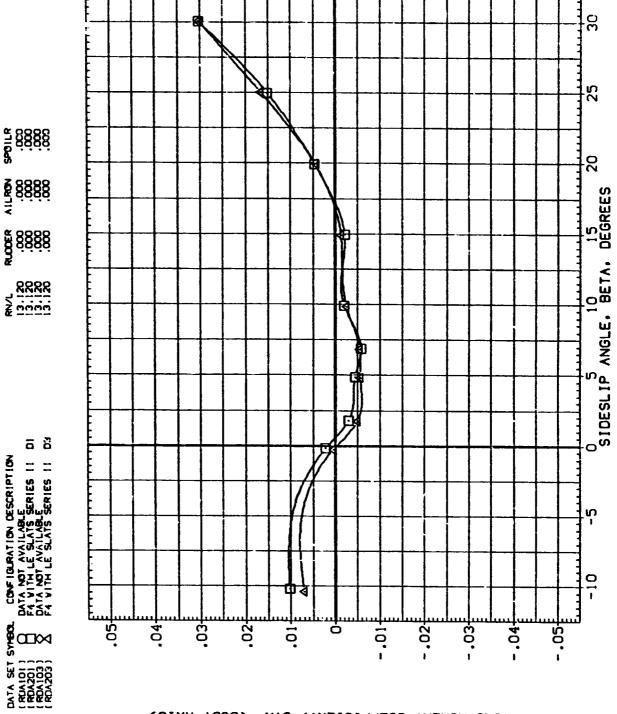
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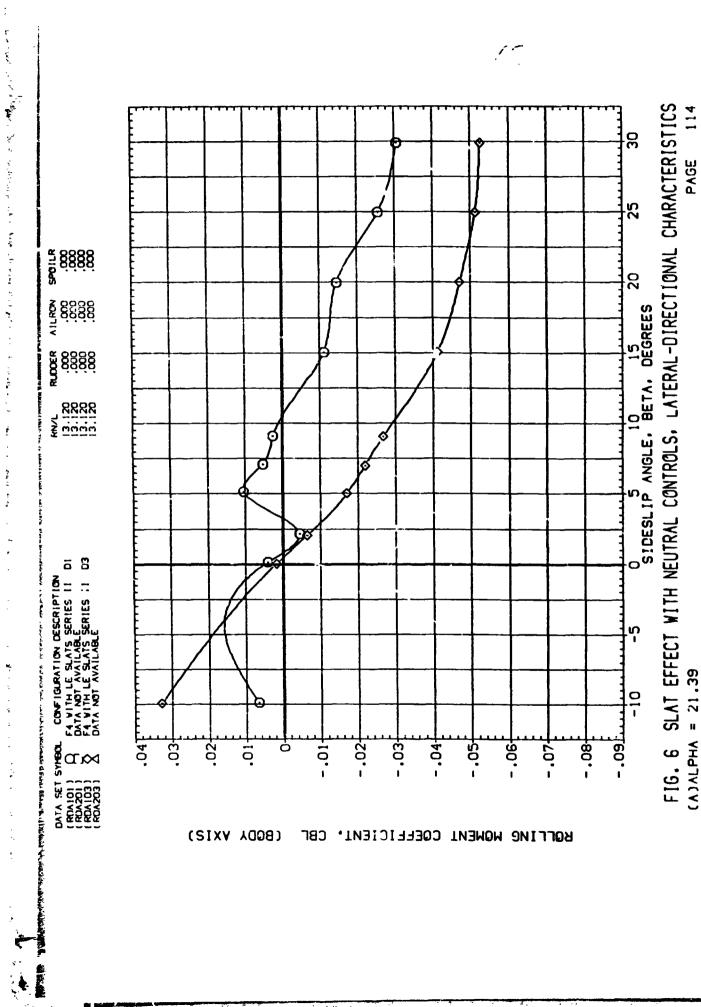
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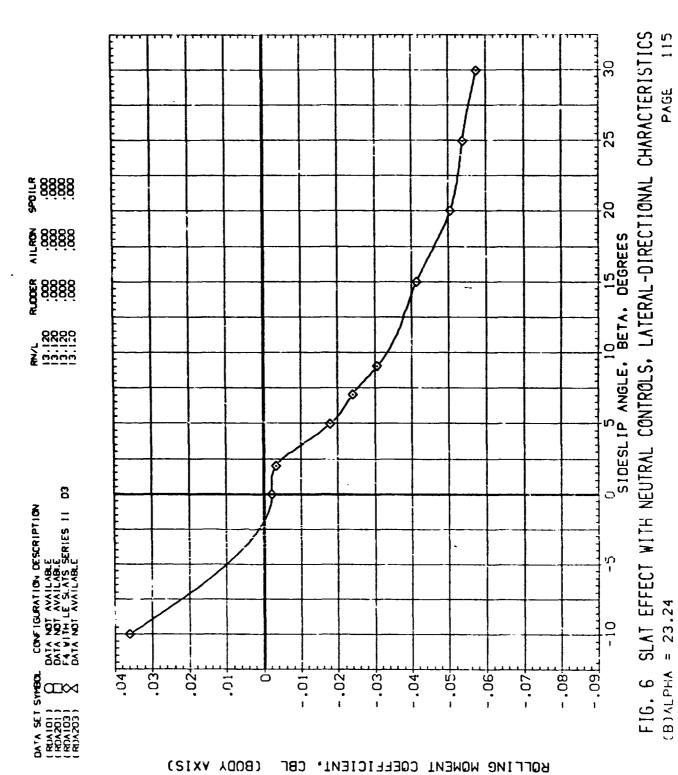
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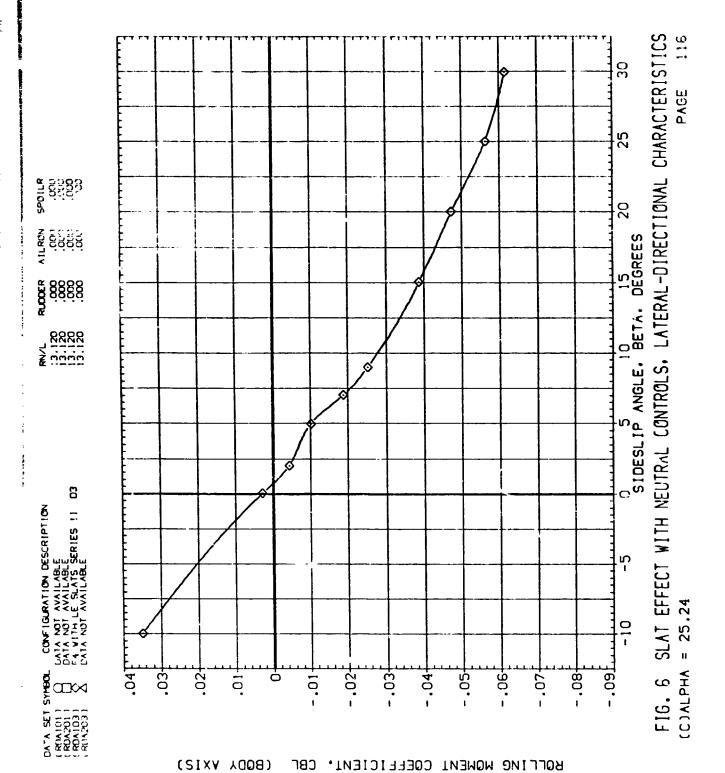
SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS PAGE (S)ALPHA = 89.09FIG. 6



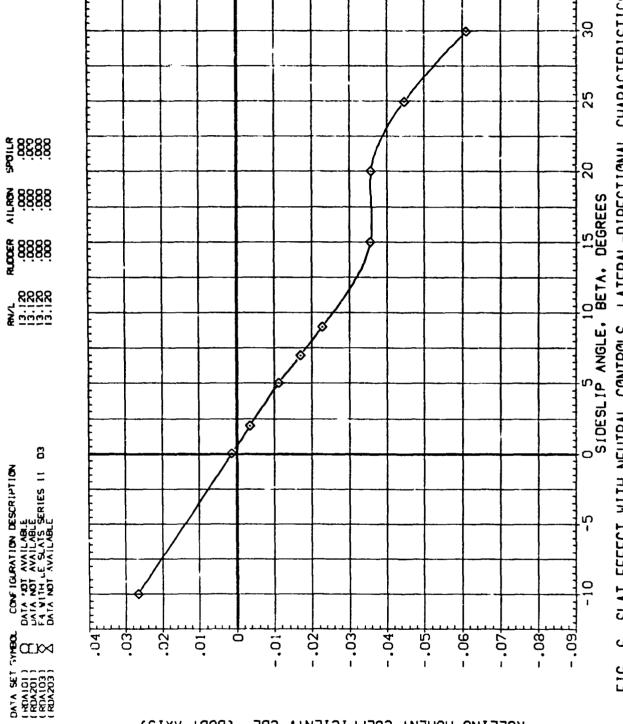
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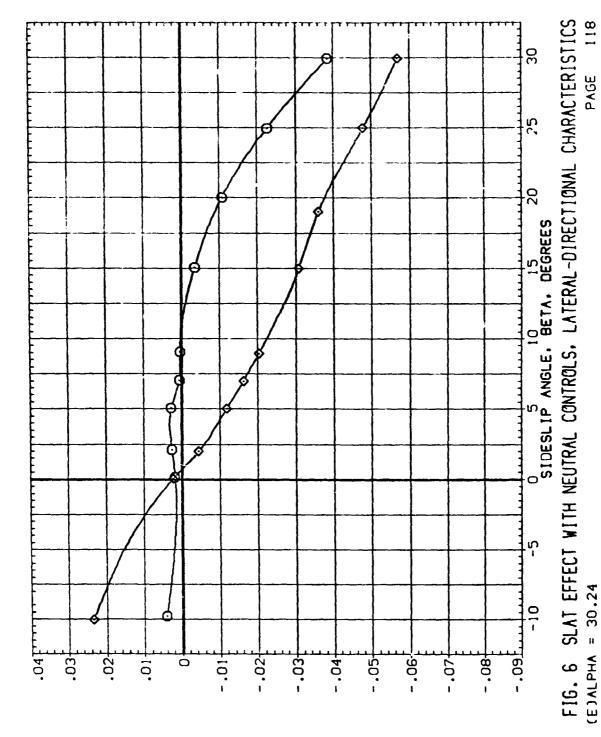
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FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS. LATERAL-DIRECTIONAL CHARACTERISTICS PAGE (0)ALPHA = 28.21

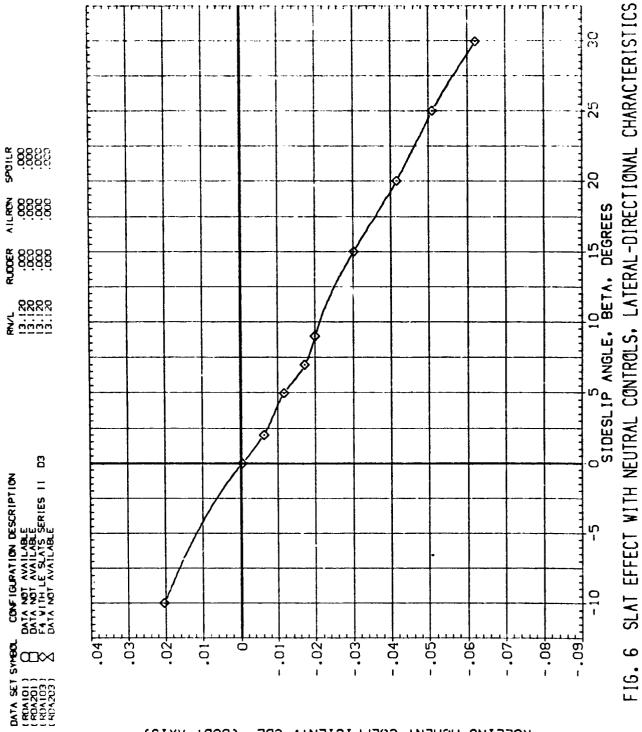
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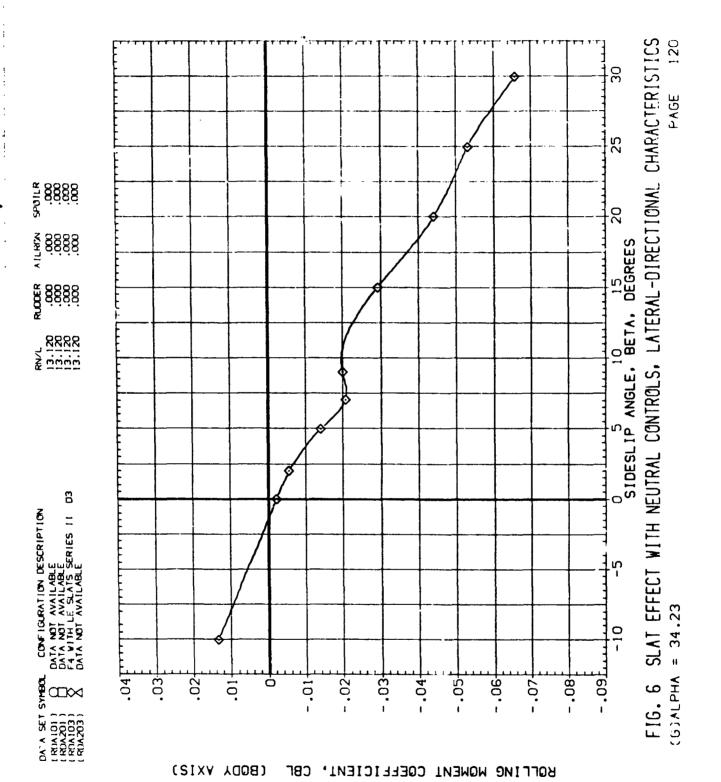


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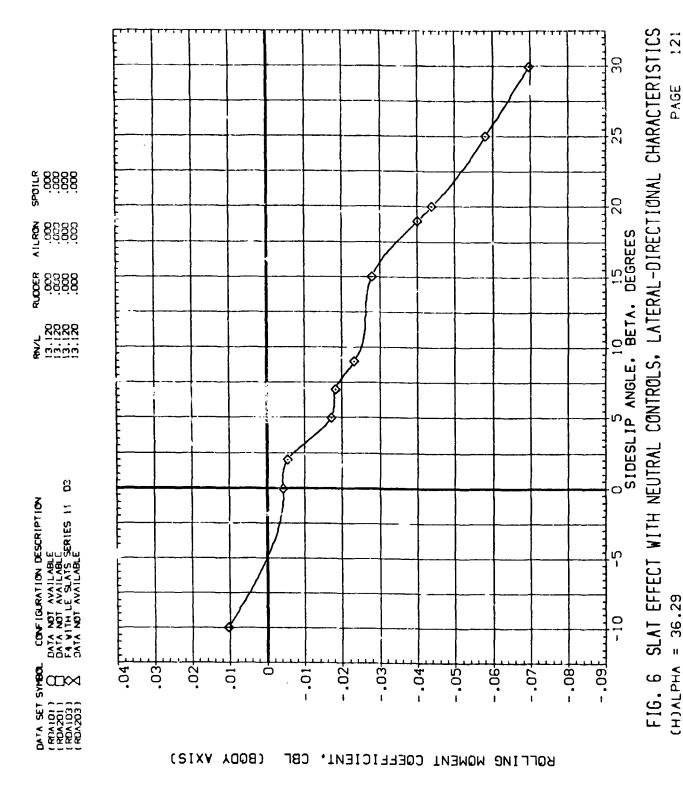
(F)ALPHA = 32.23

FIG. 6

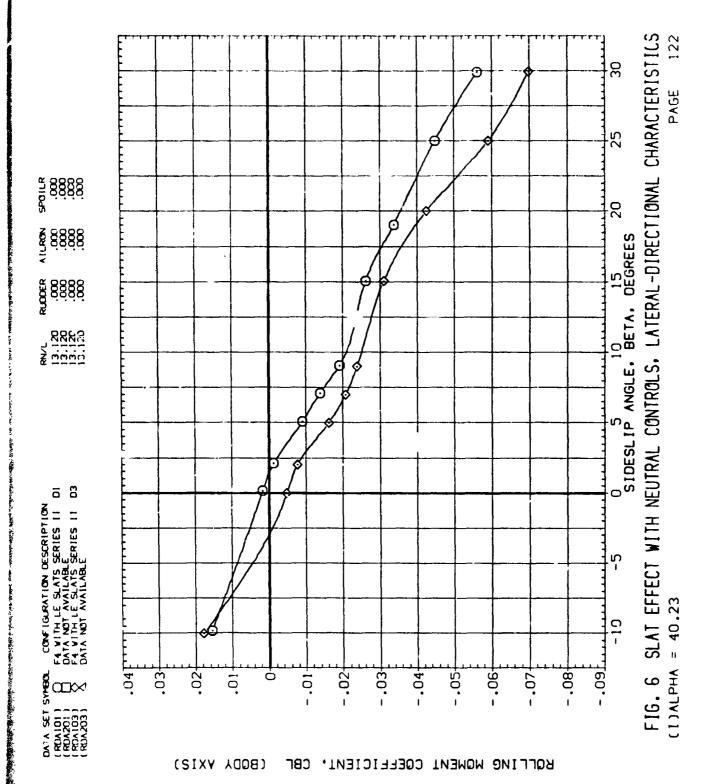


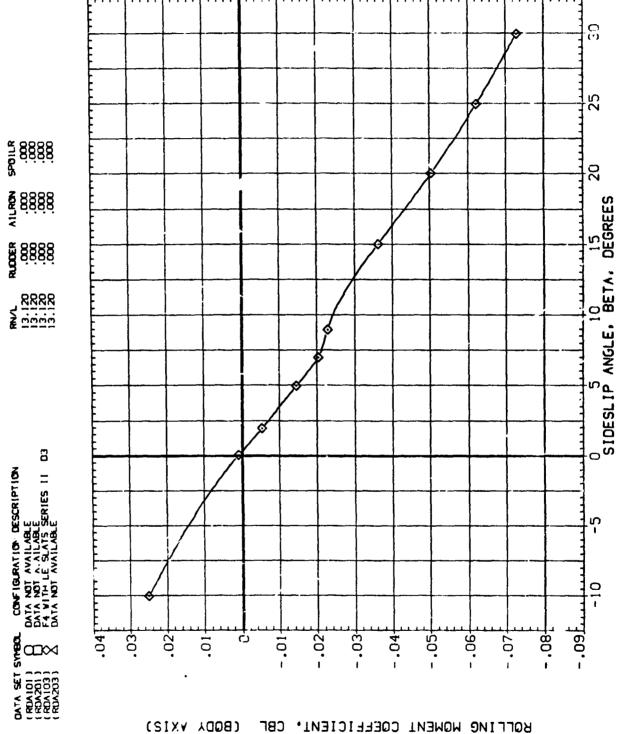
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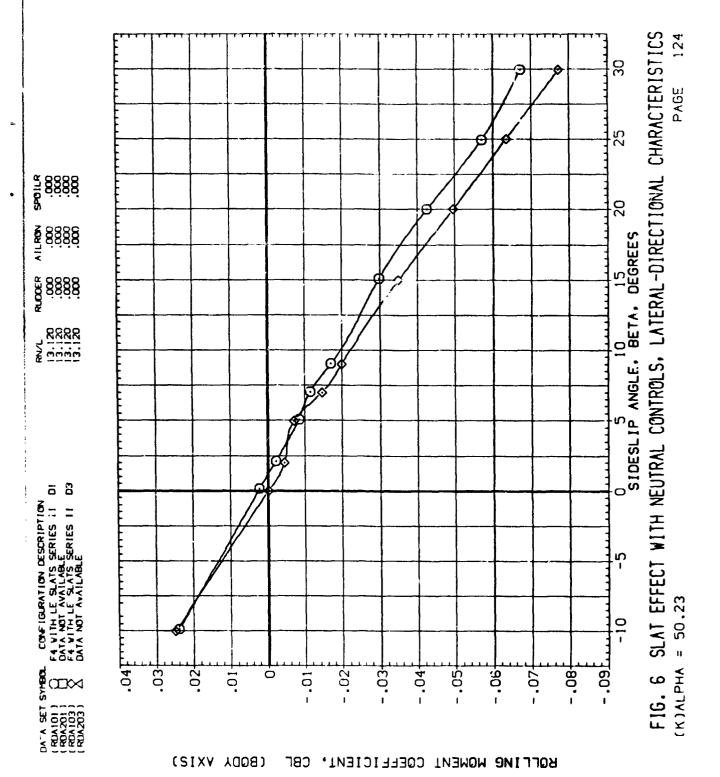


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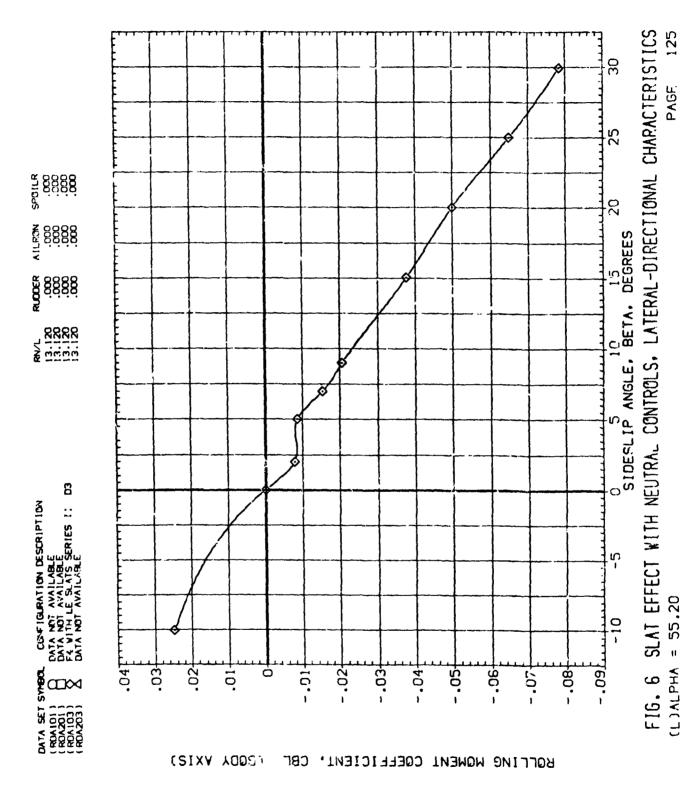


123 FIG. S SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS PAGE (J)ALPHA = 45.24



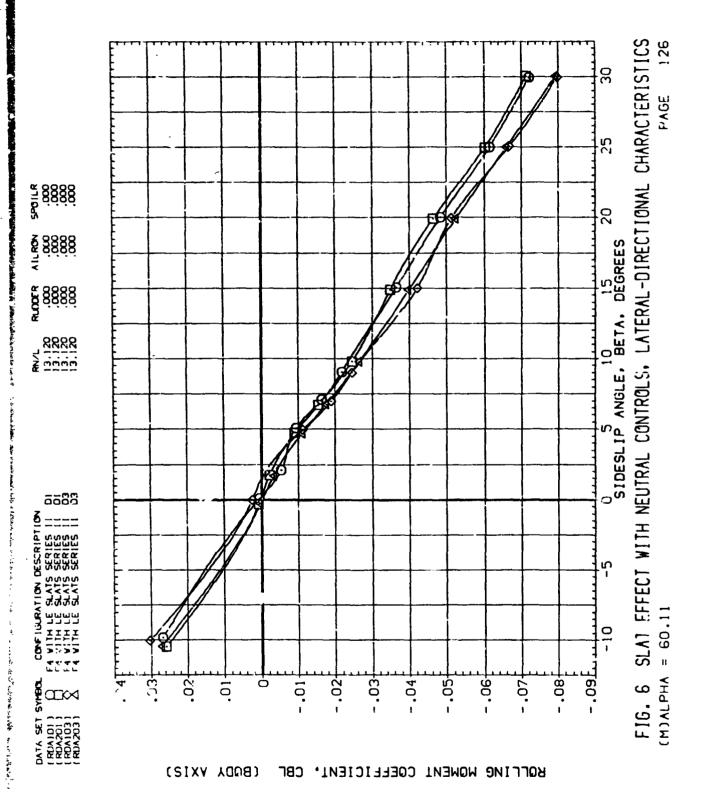
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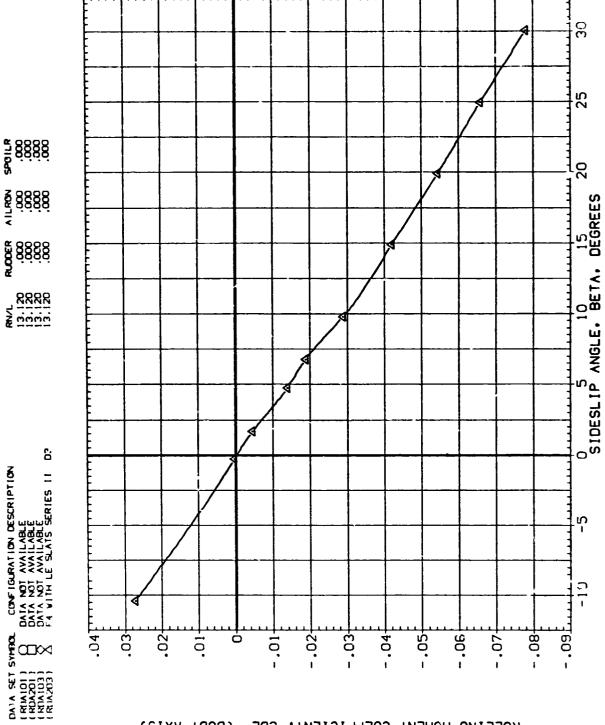
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FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS (N)ALPHA = 65.12

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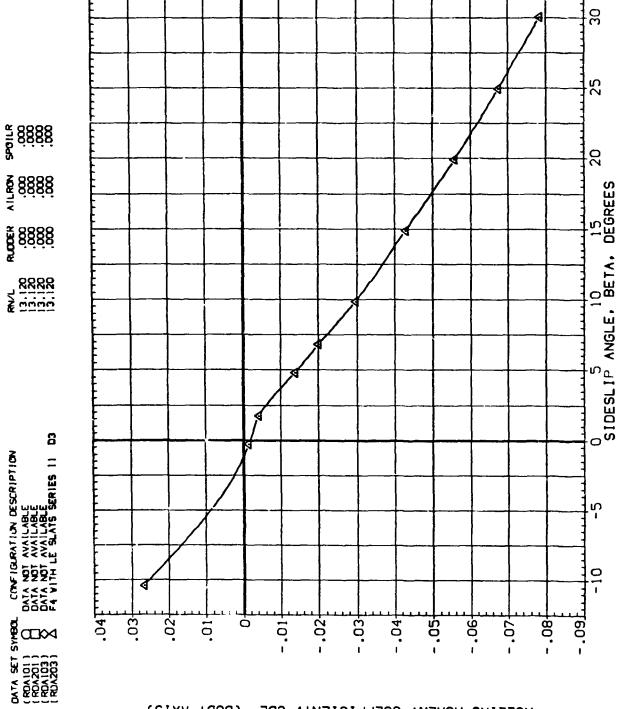
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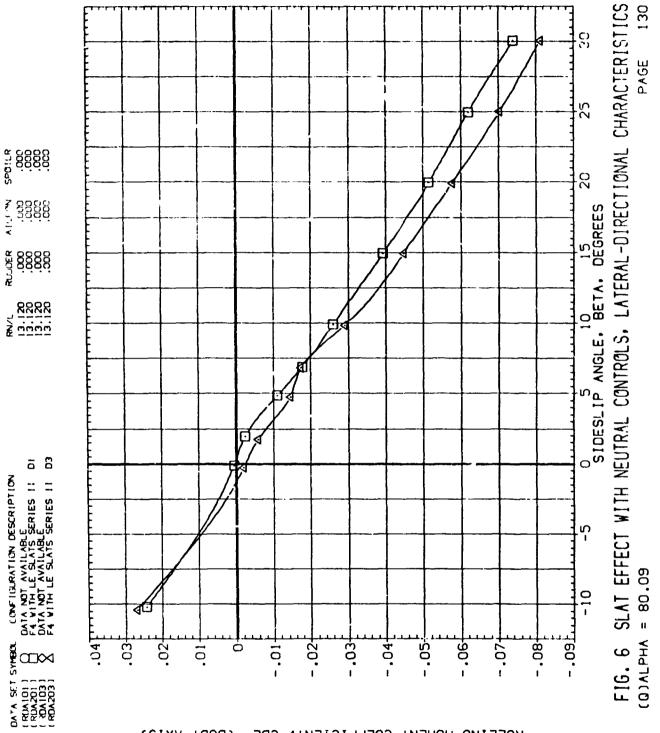
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FIG. 6 SLAT EFFECT WITH NEUTRAL CONTROLS, LATERAL-DIRECTIONAL CHARACTERISTICS PAGE (P)ALPHA = 75.13

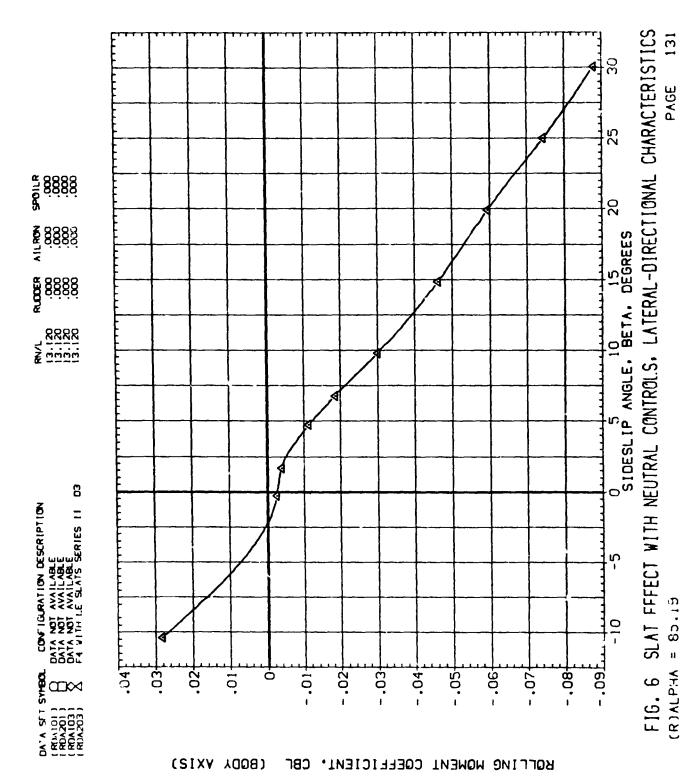
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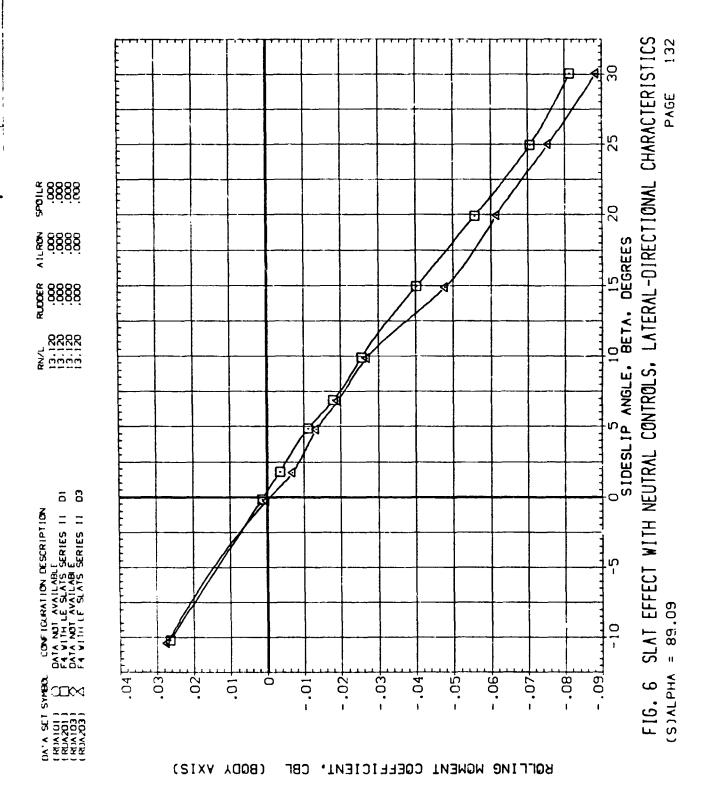


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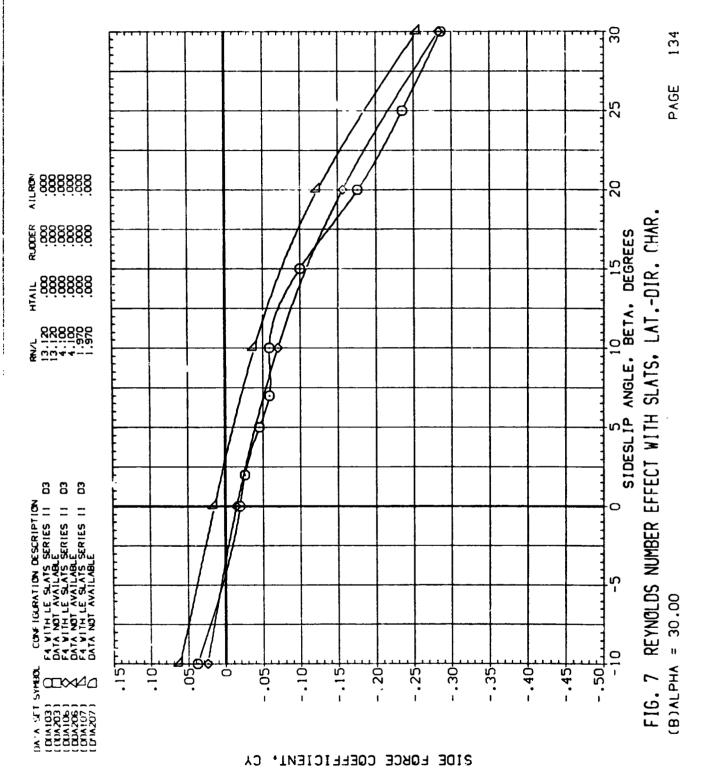


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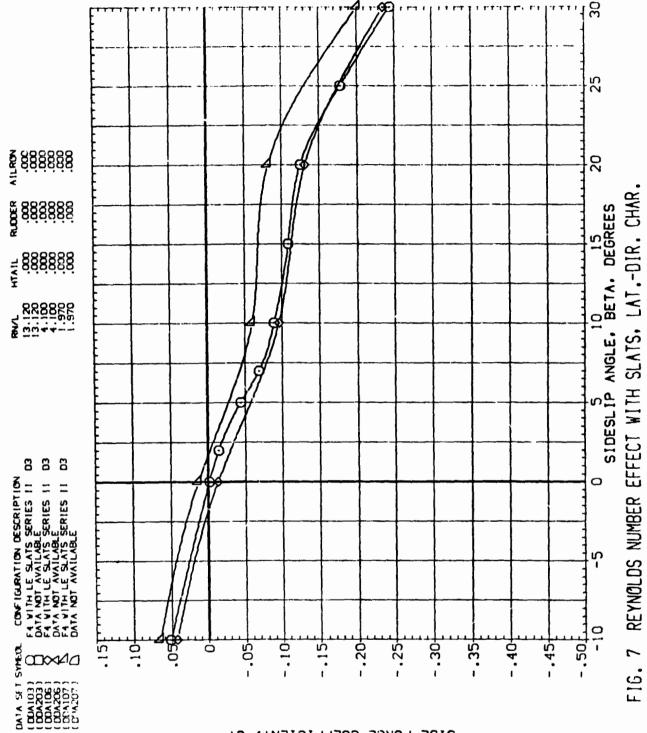


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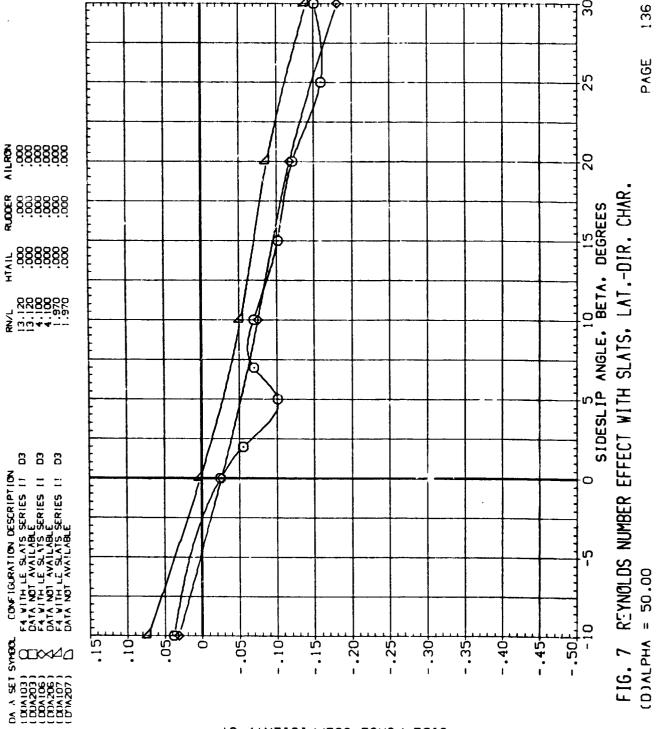
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(C) ALPHA = 40.00

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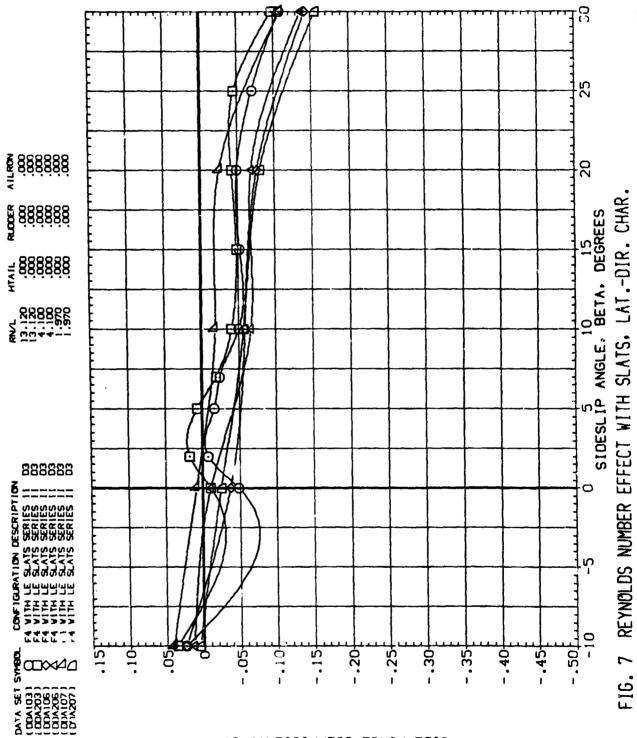
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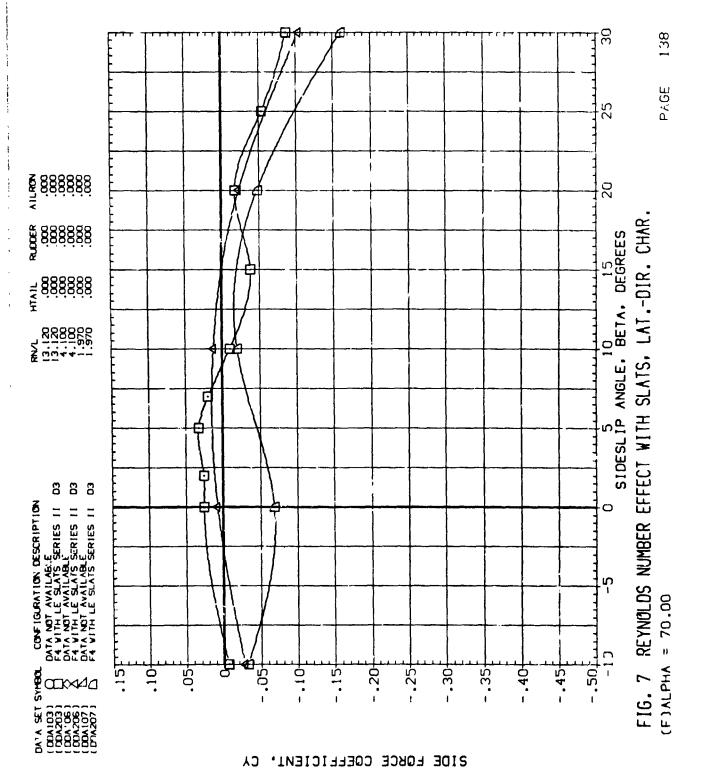
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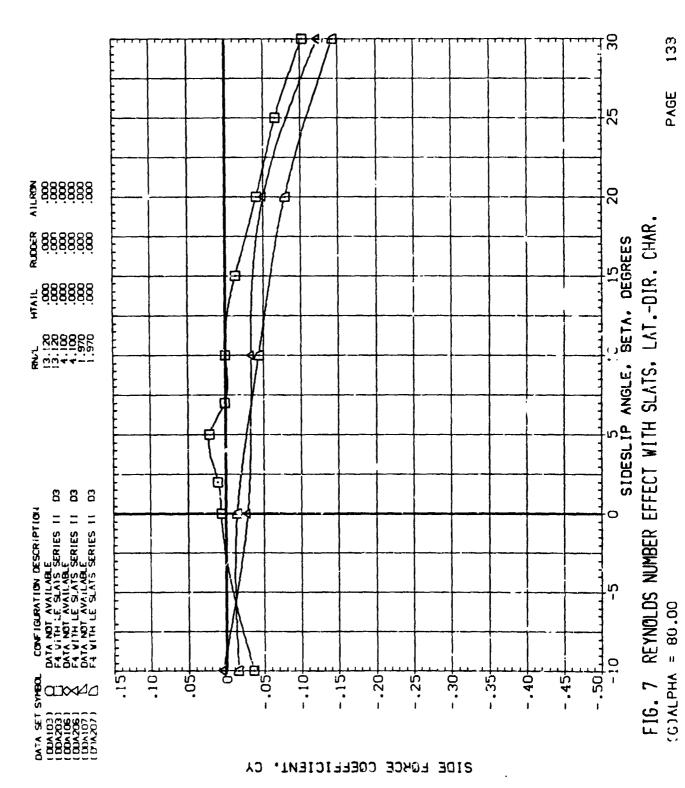
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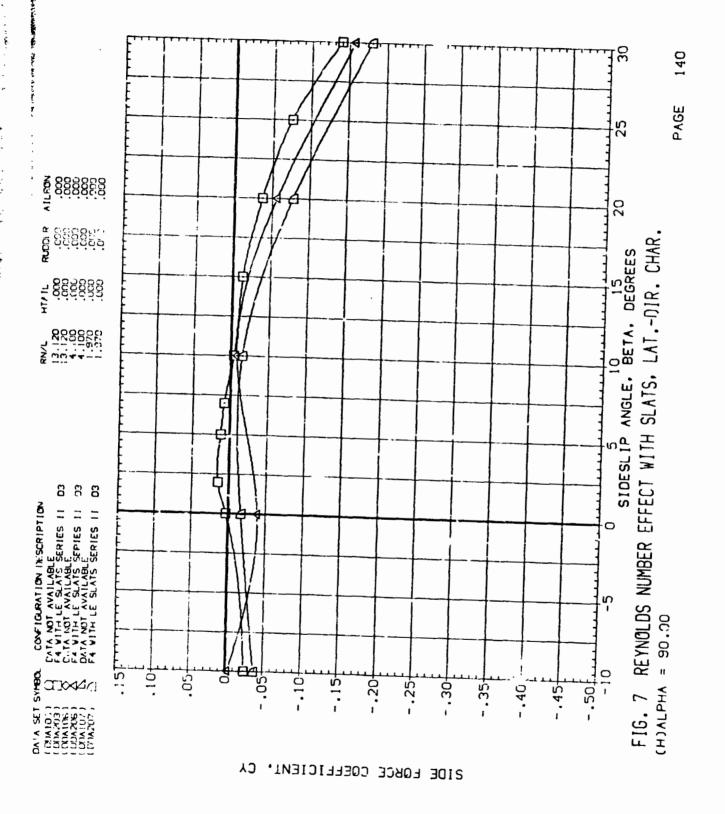
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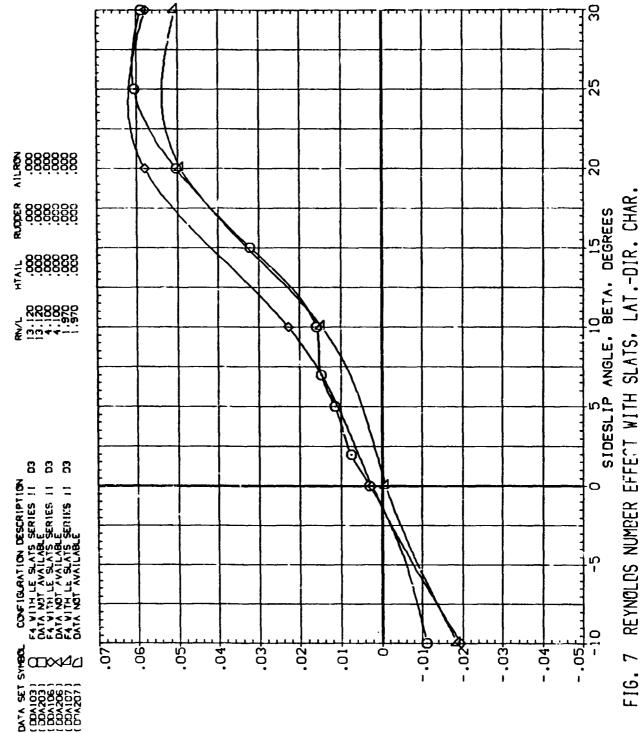


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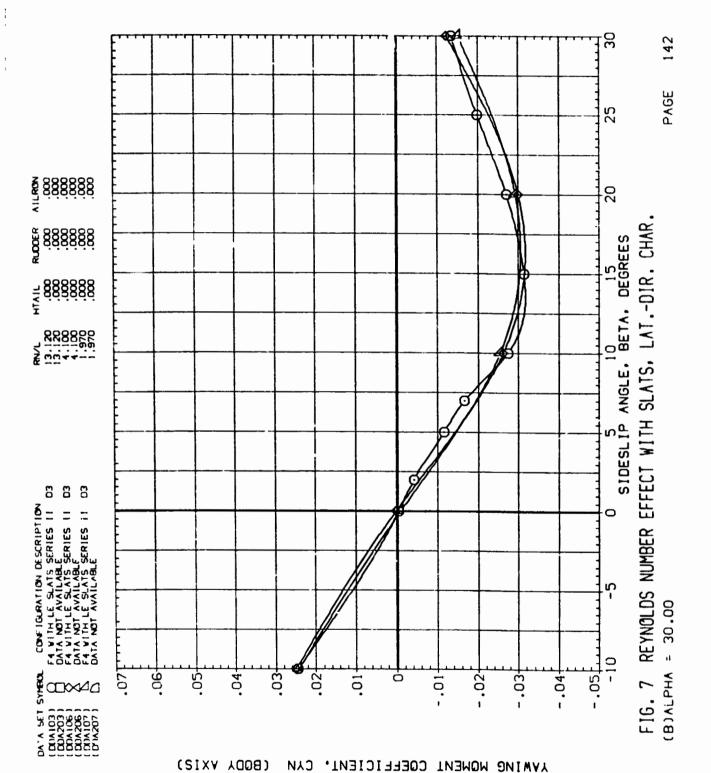


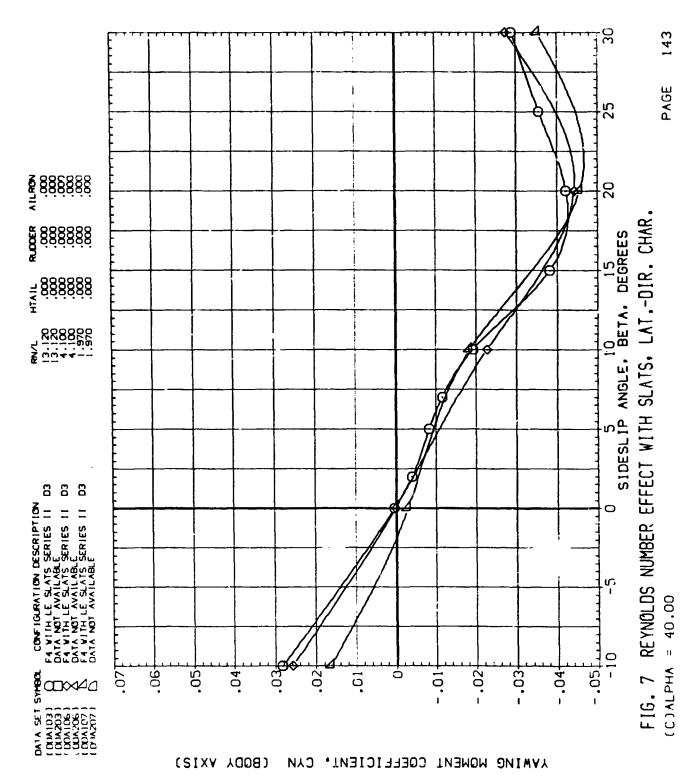


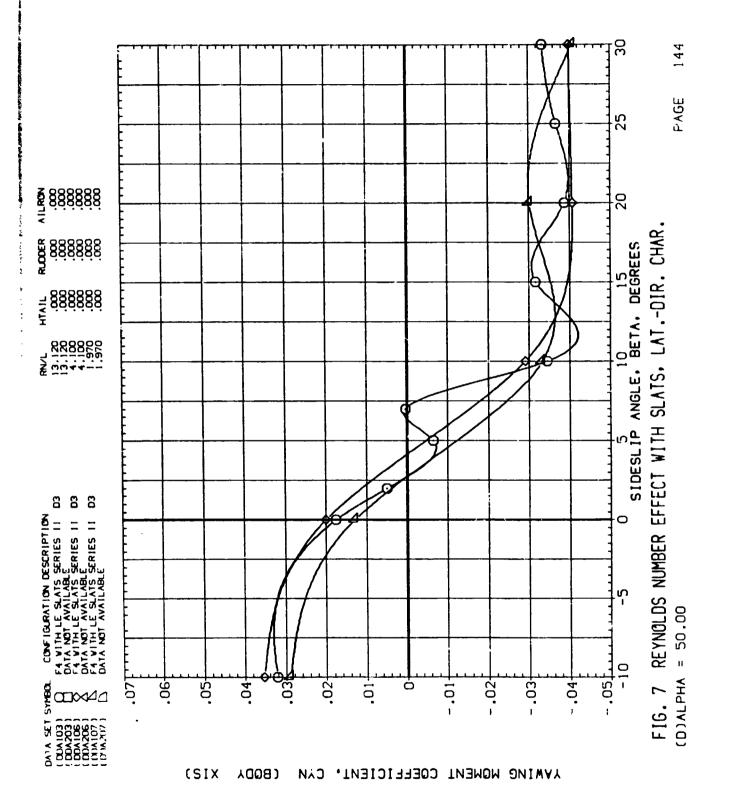
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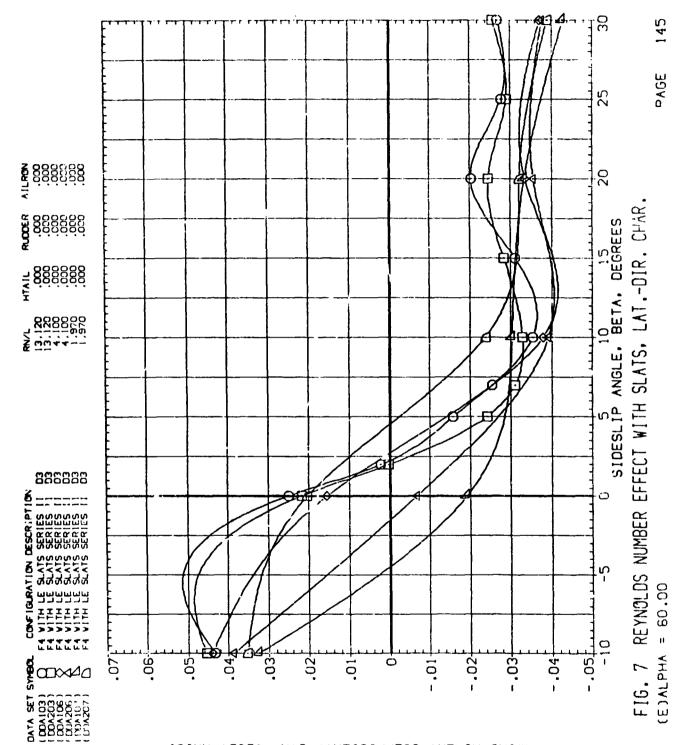


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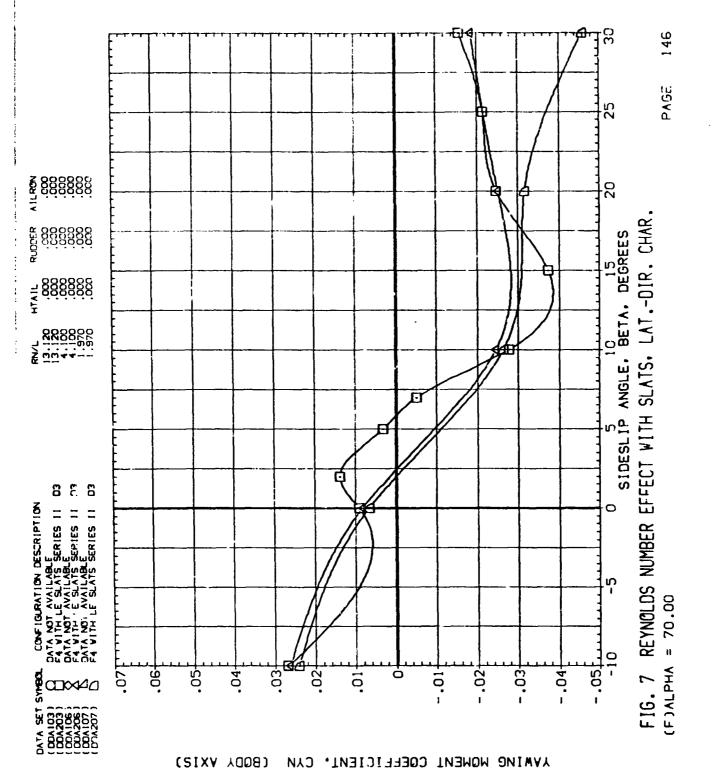








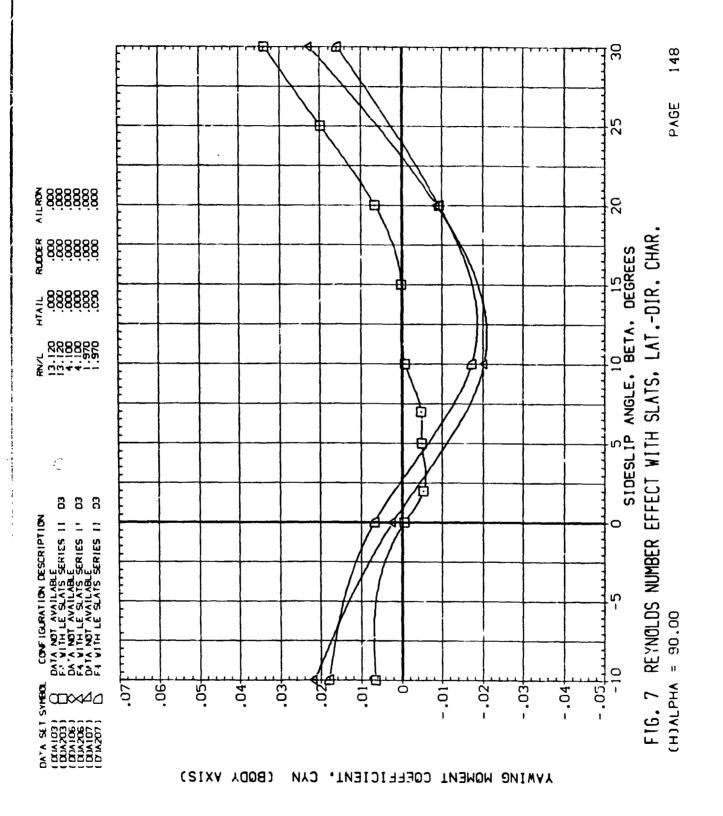
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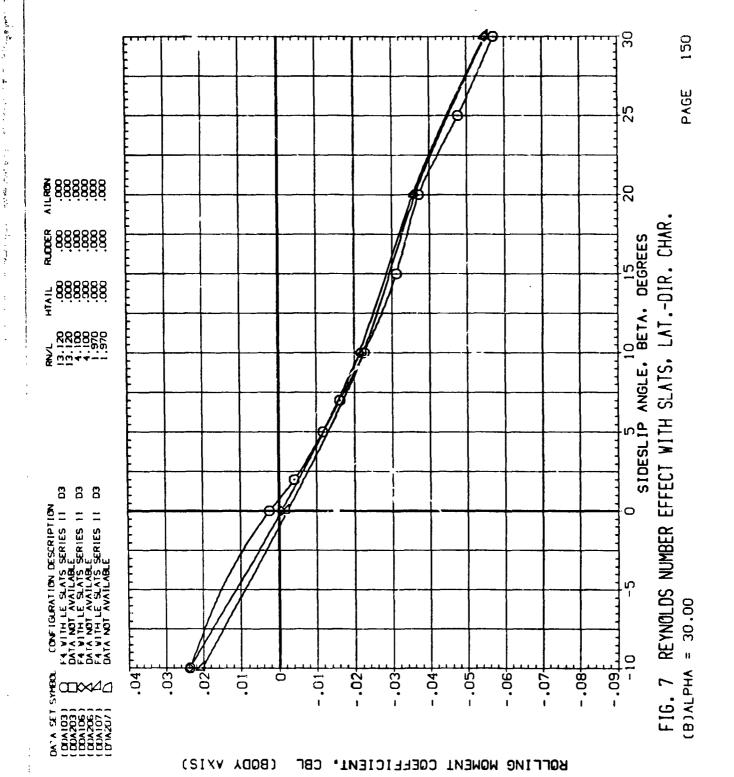


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FIG. 7 REYNOLDS NUMBER EFFECT WITH SLATS, LAT.-DIR. CHAR.

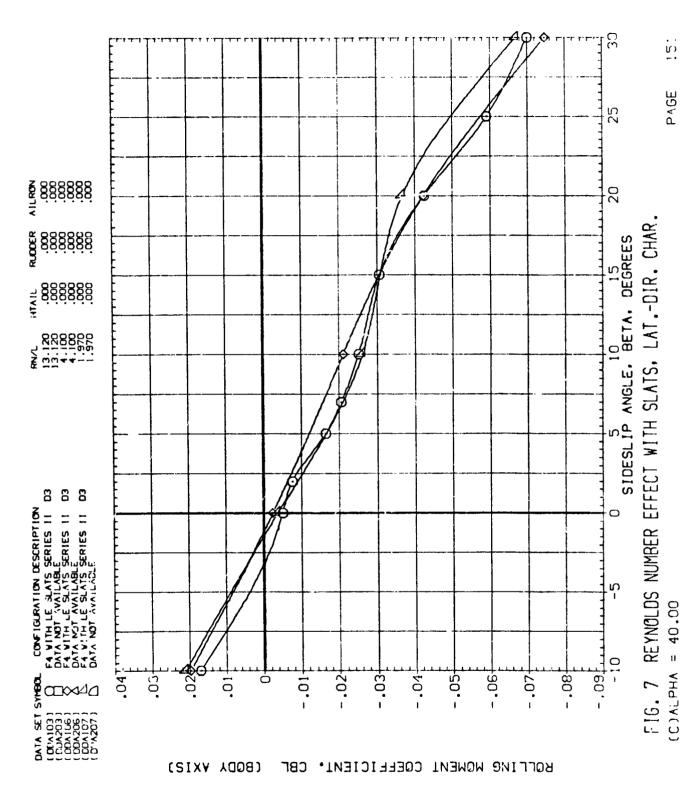
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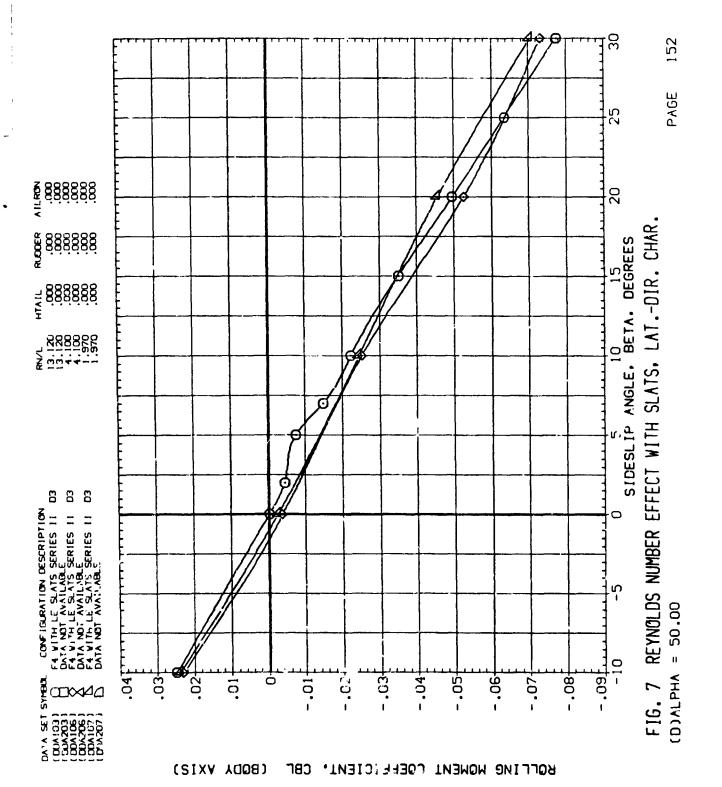
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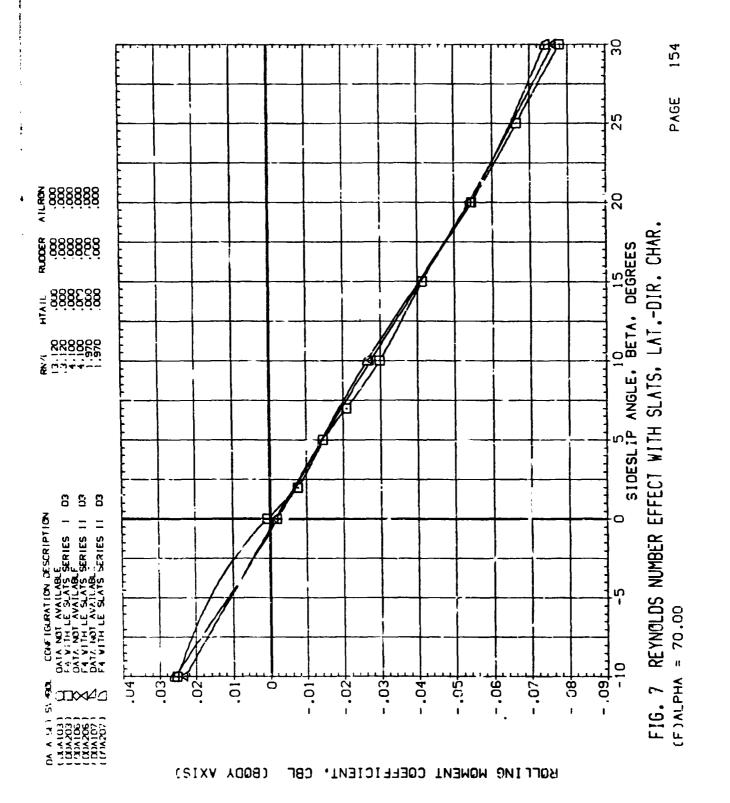
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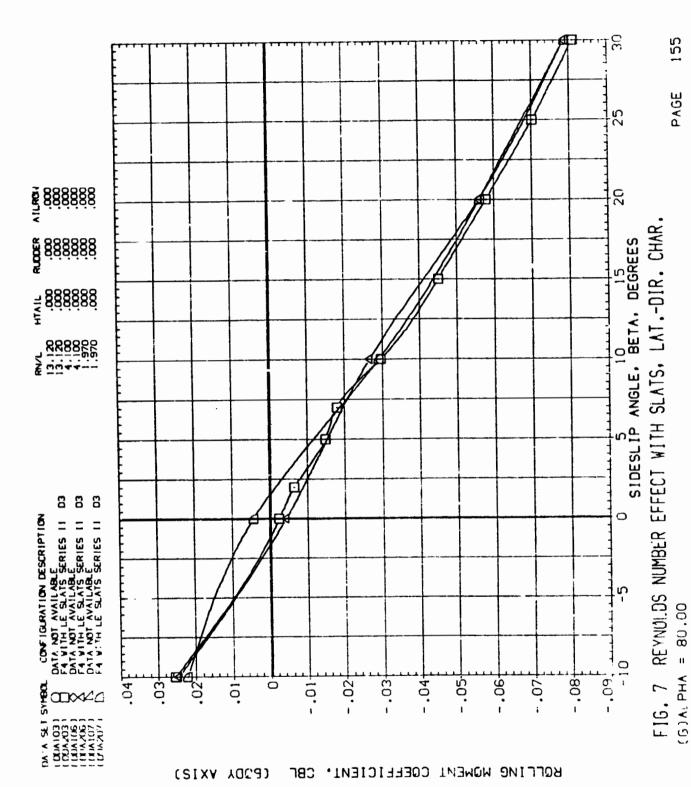


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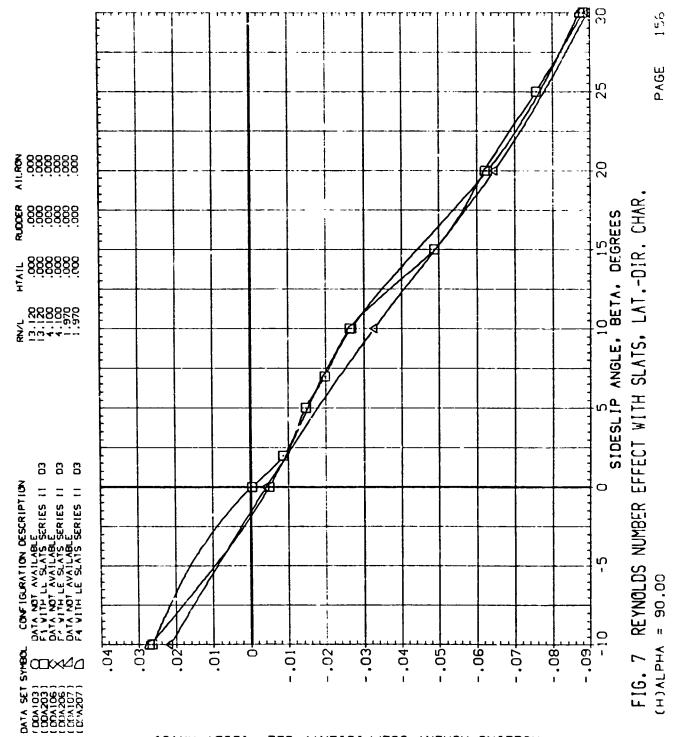
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